



MGA-134

2024 Annual Catalog

MGA 1500, 1600 & MKII



STARTERS BY WOSP

pg A43



WOSP 

BRAKE FLUIDS BY DYNOLITE

pg A51



STEERING WHEELS

pg A12



pg 38

 TOURIST TROPHY™



MOSS MOTORS, LTD.

INTO THE FUTURE



For decades, classic British cars have captivated enthusiasts with their timeless elegance and undeniable charm. This didn't happen without a lot of effort by a lot of people.

Restoration, the art of bringing these vintage vehicles back to their former glory, is key of preserving their legacy. And the dedication and attention to detail involved in the restoration process not only upholds the historical significance of these automobiles but also honors the craftsmanship of their original creators, too.

Reliability, a crucial concern for any vehicle, has seen significant advancements in the realm of classic British cars. With technological innovations and the

availability of modern materials and engineering, our beloved classics are being rejuvenated with enhanced performance, safety, and durability without compromising their authentic character. This blend of tradition and innovation enables enthusiasts to enjoy the driving experience of yesteryears with a newfound reliability that we've come to expect today.

Driving a classic British car is more than just a means of transportation; it's an effort to experience motoring elegance. The thrill of gripping the steering wheel that probably isn't power assisted. Listening to the hum of the engine and knowing what the different sounds mean from under the bonnet. Each journey celebrates the craftsmanship, style, and

the sheer joy of driving a timeless motorcar.

The future of classic British cars rests on you. It's your passion and dedication that's preserving these automotive icons, and each one of us here at Moss Motors is grateful of your commitment to maintain not only the cars but also the community that enjoys them. A community intent on passing on the torch of automotive enthusiasm to future generations.

As time marches forward, the legacy of classic British cars shines bright. Embracing the future while honoring the past, our cars remain a timeless symbol of automotive excellence.

Enjoy the ride,

Moss Motors

East & West Locations

Eastern Warehouse

25651 Simpson Rd.
Petersburg, VA 23803
Ph: 800-431-2496

Western Warehouse

440 Rutherford St.
Goleta, CA 93117
Ph: 800-667-7872

Telephone sales availability and showroom hours vary by location and day of the week.

Please visit our website for current hours of operation.



Place a single order of \$1,500 or more and you will automatically receive 10% off regular priced parts for 12 months! You will also be paired with a dedicated Sales Person who will give you personalized service.

Extend your time on the Customer Loyalty Program. While a member of the Loyalty Program, order a total of \$1,000 or more within 12 months and we will extend your 10% discount for an additional year! Only one extension per year is allowed.

For more information, visit MossMotors.com/customer-loyalty

Gifting made "easy"



Provide exactly what your favorite British car enthusiast needs when you give a Gift Certificate. Gift Certificates are available in one dollar increments, and shipped USPS 1st Class or UPS Next Day or 2nd Day if you need faster delivery.

Order by phone 800-667-7872 or online MossMotors.com/gift-certificate.



Your Favorite Brands



moss

Working on automobiles is inherently dangerous. Moss Motors, Ltd. is not liable for injury or damage due to incorrect installation or use of their products. All products are sold with the understanding that the safe and proper installation and use of the products is the customer's responsibility. Follow factory workshop manual procedures and instructions, but use current shop safety standards and common sense. Some tasks will require professional advice or services which Moss Motors cannot provide.

On the cover:

We had so many great submissions for our calendar this year we decided to feature some of our favorites! Is your car on the cover? Let us know at creative@mossmotors.com.

MGA

FEATURED PRODUCT



MGA 1500 Disc Conversion Kits

Drum brake models can be easily converted to disc brakes with these conversion kits. The kits use our specially machined aluminium adaptor plates that use existing mounting points on the stub axle to provide a caliper mounting position. Suitable for use with either bolt on or knock on wheels.

The kit includes: Caliper adaptor plates, brake calipers (pair), brake discs (pair), brake pads (car set), brake hoses (pair), hardware.

Two kits are available with a choice of MGA 1600 or MGB calipers. Both kits use standard MGA 1600 type of brake discs with pads to suit the calipers.

MGB Calipers	180-512	\$649.99
MGA 1600 Calipers	180-513	699.99

Fitting Notes:

If fitting to a car with bolt-on wheels you will need to obtain 2 front disc brake type hubs as fitted to the 1600/Mk2, these can be purchased separately, Part: 264-755, or could be found second-hand; owners who have converted to knock-on wire wheels will have a spare pair. We recommend renewing hub bearings if using second-hand hubs.

If fitting to a wire wheel, drum brake car you will need to replace the front hubs with the later 4 stud type. These can be purchased separately, Part: 264-740 & 264-735.

If fitting in conjunction with a wire wheel conversion you should order the later 1600 type conversion kit, Part No. 264-328. This will contain the correct later type front hubs, Part: 264-740 & 264-735.

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British sports car articles, stories, history and updates on happenings at Moss Motors

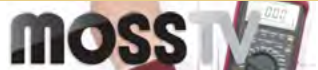
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Photos of British sports cars at your fingertips

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Check out our channel for Tech How-To's and more

► [MossMotors.com/MossTV](https://www.MossMotors.com/MossTV)



Moss Motoring is our magazine and also a website dedicated to British car enthusiasts. Visit MossMotoring.com for volumes of information and stories, and receive the magazine for free when you purchase from Moss.



Contents

Featured Products . .	A4-A5
Accessories	A8-A64
Restoration	1-154
Order & Ship Info	A65
Order Form	A66
Index	155

2-Year Warranty

We stand behind the products we sell by offering the Longest Warranty in the business. Every Classic British Part is backed by our 2-Year warranty to be free from defects in material and workmanship.

See [MossMotors.com/warranty](https://www.MossMotors.com/warranty) for full details.



PHONE ORDERS

US 800-667-7872 INTL 805-681-3400

FAX ORDERS

805-692-2525

ONLINE ORDERS

[MossMotors.com](https://www.MossMotors.com)

CUSTOMER SERVICE

800-689-9313





Electronic Fuel Pump Conversion

This Electronic Conversion Kit gives you a solid state electronic fuel pump without having to replace your current pump. It changes any 12 volt SU Pump from points to solid state electronic actuation - which is helpful for folks who store their vehicles through the winter as there are no points to rust or stick.

Please note, this kit is designed for later pumps. It may not work correctly on very old pumps that have 2 black wires instead of red and black due to age and the strength of the coil.

Negative Ground	009-156	\$169.99
Positive Ground	009-157	169.99



Polyurethane Valve Cover Bushing Set

Polyurethane bushings are made to be more resistant to abrasion than their traditional rubber counterparts. They have a high tear strength, a low compression set, and hold up against oils and solvents, resulting in a superior service life. With their resistance to compression and wear and tear, these bushings are a solid suppression upgrade for both performance and longevity.

Features:

- Low compression set
- High tear strength
- Resistant to abrasion and dry-rot
- Holds up against oils and solvents

Polyurethane Valve Cover Bushing Set 009-164 \$6.99



Floor Rail Repair Set

Replace and repair your MGA floor board rails with this complete set. Fourteen pieces in all, this floor rail set has all the parts you need to complete this restoration project.

Floor Rail Repair Set 455-988 \$349.99



Keep Calm Insulated Lunch Bags

Featuring the phrase "Keep Calm and Lunch on", this insulated lunch bag keeps your food and drinks cool while providing some classic car style. Made from durable 600D polyester, it has an upper and lower zippered compartment which is lined with PEVA for easy clean up.

The lunch bag dimensions are 9" W x 11" H x 6 1/4" D.

"Keep Calm and Lunch On" - B.C.C. 009-230 \$24.99
"Keep Calm and Lunch On" - MG 009-231 24.99



BACK



Moss Picnic Blanket

Made of 100% polyester fleece with a water-resistant backing, this plush blanket is perfect for spreading out at a roadside picnic or keeping warm on a long roadtrip. It folds up into a neat parcel via a hook-and-loop closure for compact storage and comes with a handle for easy carrying. Blanket measures 47" x 52" when open.

Moss Picnic Blanket 009-228 \$25.00



Outdoor CarCapsule

This ultimate car parking capsule will protect your vehicle and keep it in showroom condition. The PVC vinyl top cover stands up to heat and cold as well as moisture. Durable material, self-healing coil zippers, and no rusting metal frame make for hassle-free maintenance and long-lasting durability, keeping your car protected from the elements all year round.

The heavy-duty base mat is impervious to oil, gas, and antifreeze while our welded D-rings add extra stability. This storage pod also includes two 12 volts 19 watt fans that provide continuously filtered airflow in all conditions.



See more
CarCapsule
Options Online:





MG Bucket Hat

Stay cool with this Safari-style bucket hat! Made of breathable pre-shrunk 100% cotton fabric, this khaki hat sports the classic MG logo, a wide brim for extra sun-protection, a draw string closure, and snaps on either side - in case you want to change up your look. Perfect for car shows, club meets, or a long drive on a sunny day.

MG Bucket Hat - Khaki 009-262 \$34.99



Blackout Hat

The new Blackout series hats have arrived! Clad in a clean and classic design, these comfort-fit baseball hats will fit in with any automotive occasion, and the black and white stitching match pretty much everything. Black in color, these hats are made of reinforced cotton twill with a 6 panel construction and an adjustable hook and loop closure. Front design features your favorite British classic, with a Union Jack and Moss block logo on the back.

Classic MGA 009-168 \$16.00



Union Jack Key Chain

Small and rugged, this new keychain exemplifies the British automotive spirit. Made from a durable and dense alloy, the Union Jack design is showcased uniquely in the rustic casting. The natural wear that comes with time will only make it shine ever brighter. Perfect for any British Classic, you'll be proud to add this to your keys. They also make the perfect gift for a like-minded friend or new club member.

Union Jack Metal Key Chain 009-238 \$7.99



MG Safety Fast Bomber Jacket

This black bomber-style jacket is warm, lightweight, and wind-resistant - making it perfect for early morning drives. Customized for the classic car enthusiast, this jacket sports the classic "Safety Fast" embroidery on the back and a smaller MG octagon on the front.

It features front zippered pockets, soft fleece lining, a rib knit hem and cuffs, and a zip-through cadet collar with chin guard. The jacket has a 100% polyester woven shell bonded to a water-resistant film insert - making it warm and dry no matter the weather. Show it off at your car club meetings or gift it to a fellow enthusiast. Machine washable. Available in sizes Small - 2XL. Get yours today!

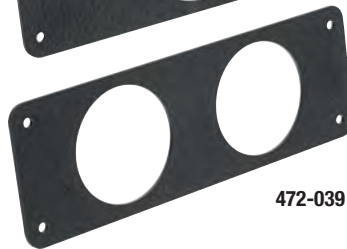
Sizing, measured at the chest, in inches: 35-37 (S), 38-40 (M), 41-43 (L), 44-46 (XL), 47-49 (2XL)

Small	009-263	\$89.99	Xlarge	009-266	89.99
Medium	009-264	89.99	XXLarge	009-267	89.99
Large	009-265	89.99			

472-038



472-039



Black Gauge Panels

Swap out your MG radio or radio blanking plate with this neat 2mm steel gauge holder. It easily adapts to other vehicles, especially to cars where the strong mounting plate adds local strength to the glass fibre. It accepts 1 or 2 standard 52mm gauges for monitoring vital functions and easily installs using the included stainless steel socket headed bolts.

Available in Black Wrinkle finish to match your MG's dashboards,

Fits MGA's, MGC's and MGB's 1962-1970 (To GHN/D5 410000) or later MGB's if replacing dashboard mounted air vents.

1-Gauge Panel	472-038	\$29.99
2-Gauge Panel	472-039	29.99

Insulated Mug

Made of stainless steel with a screw-on lid, this travel mug is the perfect way to show off your favorite marque. It's durable and insulated with a 20 oz capacity, laser etched MG Octagon logo, and a secure slide closure on top.

MG Insulated Mug - 20oz 009-232



Cleaning Brushes by Ohio Brush Works

The best tools can cost a little more, but with superior performance and longevity, they're often the best value. Ohio Brush Works products are an excellent example; they're handmade in the USA and Germany using only superior-quality American and German materials. Buy the best and have fun cleaning your classic!

Large Brass Cleaning Brush	360-166	\$26.99
Nylon Cleaning Brush Set	360-167	34.99
Nylon Cleaning Brush with Parts Washer Flow-Thru	360-168	34.99
Nylon Cleaning Brush with Garden Hose Connector	360-169	28.99
3-Piece Interior Detail Brush Set	360-171	30.99
6-piece Small Brass Cleaning Brush Set	360-172	34.99



Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

FEATURED



MODERN SOUND FOR YOUR CLASSIC

HEAD UNITS

Vintage Style Radios by RetroSound

RetroSound radios deliver superb sound and the latest audio features without compromising the original style of your dash. We carry a variety of their head units so you can choose the perfect solution for your audio needs.



RetroRadio

The RetroRadio looks like your vehicle's original factory radio while adding all the modern audio features found in your daily driver. Classic push-buttons, replica knobs, and a period-correct bezel or faceplate combine with the radio's display to create a truly authentic look.

Europa

The Europa Radio is designed to replicate the look of the original, complementing the interior style of your classic car while updating audio technology. A new Din Kit is included for an easy installation.

Grand Prix

The RetroSound Grand Prix perfectly compliments the interior styling of the 1980s while updating the audio technology to today's standards. A new Din Kit is included for an easy installation.

RetroRadio



Europa



Grand Prix



MOTORS

RetroSound radios are a modular design. Assembly is required. This design allows for a more adjustable fit and to offer different style options. *RetroSound Radios are only compatible with 12V negative grounding vehicles.*



	Motor 1B	Motor 2B	Motor 4HD
AM/FM RDS Tuner with 30 Pre-sets	✓	✓	✓
Selectable 12/24 Hour Clock	✓	✓	✓
Selectable Tuner with USA/EU/Japan Frequencies	✓	✓	✓
Clock-Off Feature	✓	✓	✓
Built-in Bluetooth®	✓	✓	✓
Non-Volatile Memory	✓	✓	✓
Front and Rear RCA Low Level Pre-amp Outputs	✗	✓	✓
Subwoofer Output with Variable Crossover	✗	✓	✓
Made for iPod® / iPhone®	✗	✓	✓
USB Port for WMA/MP3 Music Files	✗	1	2
Auxiliary Inputs	1	0	1
Display	White	32,000 Color Display	32,000 Color Display
Power Output	18 watts x 4	25 watts x 4	25 watts x 4
SiriusXM-Ready®	✗	✗	North America Only
Built-in DAB/DAB+ Tuner	✗	✗	✗



Quadraphonic Four-Channel Amp

Features:

- 45 watts x 4 channels continuous power output
- Full range Class D digital circuitry
- Advanced protection circuitry
- Shielded to prevent interference with the radio
- Direct connection compatibility with all RetroSound radios
- Compact size (7 1/4" x 3" x 1 3/4")

230-580 \$219.99



Amplified Subwoofer System

Features:

- 8-inch powered subwoofer system
- Built-in 100 watt Class D digital amplifier
- Built-in continuously variable crossover
- Remote level control
- Speaker level and RCA low-level inputs
- Rugged cast enclosure
- Small footprint (9 1/4" x 2 3/4" x 13 3/4")

230-550

\$199.99



USB/Auxiliary Extension Cables

Black
Chrome

230-356
230-357

\$19.99
\$19.99



SVC N-Series Speakers

Single Voice Coils (SVC) Speakers are a standard configuration single channel speaker for normal installations where speakers are mounted to the left and right of the car, such as doors or dash sides. 4.5" diameter, 2 way, pair.

230-535

\$114.99



Deluxe Surface Mount Speaker Set

Features:

- Multi-purpose surface-mount speaker modules
- Made from rugged ABS plastic
- Can be mounted to any flat surface, including kick panels, doors and rear decks
- Angled design directs sound towards the listener
- Price is per pair

4" x 6"

230-571 \$119.99

6.5" Round

230-575 \$159.99



Surface Mount 2-Way 4" Speakers

Features:

- 4 ohm impedance
- 45 Watts power handling
- Dimensions (each): 4 1/2" x 4 1/2" x 4"

230-565

\$59.99



Hide-Away Antenna

230-556

\$34.99



RetroPod DVC N-Series Speaker

Dual Voice Coils (DVC) Speakers allow for 2 stereo channels (left/right) to be connected to the same single speaker. This means that originality can be maintained on cars where a single speaker was fitted in the center of the dash or rear shelf, providing full stereo sound from a single speaker. These speakers are supplied individually without mesh grilles, to fit existing mountings.

230-505

\$99.99

Shop all RetroSound products online:
MossMotors.com/brands/RetroSound



Blue

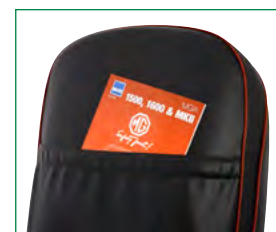
Grey

Honey Tan

Tan

Red

Black



Seat Kit With Map Pocket
246-233



Coupe



Roadster



Seat Upholstery Kits

Whether you plan to replace only seats or panels, or fully restore your MGA's interior, we have what you need! Our budget friendly basic all-vinyl kits will give you a beautiful original-style interior without the higher cost of leather. If the perfect Concours restoration or the luxury of long-wearing supple leather is what you're after, our complete leather and vinyl combination kits will delight you. All are made from the best materials available, and cut and sewn to original design specifications in our own upholstery shop. We guarantee our top quality interior kits are designed to give professional results.

Our complete seat kits are a unique combination of Concours quality, practicality and economy. Features include piping in contrasting colors when appropriate and matching padded center armrests.

Our leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. The leather is tanned and vat-dyed to the highest standards to ensure durability. Proper pleat placement and correct stitching make these the best seat cover replacement kits you can buy. In fact, we're so pleased with the

quality of our upholstery that we guarantee 100% satisfaction, or your money back upon return of the uninstalled kit!

The same careful workmanship and concern for quality also goes into our vinyl seat kits. These kits, like our leather kits, offer premium materials and factory original colors. The quality material, the proper colors, the perfect fit - all say, "This is how an MGA should look." The complete seat sets listed below are ready to install seat pairs with new frames, cushions, covers and center armrest.

Note: We strongly advise ordering upholstery items on a "Backorder Yes" basis. These parts are made to order in our own upholstery shop and stocks are kept to a minimum because of the wide variety of products involved.

Upholstery orders can usually be filled within a couple of weeks of the order date. If you order seats and panels on separate occasions, we recommend that you not leave more than 3 to 4 months between purchases. While we make every effort to match colors as closely as possible, dye lots do vary. For a guaranteed "close as humanly possible" match, it's best to order your interior as a complete set. For free samples of our upholstery materials, please request sample card #878-900."

Roadster Seat Kits	Black w/ Black Piping	Black w/ Lt. Blue Piping	Black w/ Red Piping	Black w/ White Piping	Black w/ Black Piping	Blue w/ Blue Piping	Grey w/ Grey Piping	Honey Tan w/ H. Tan Piping	Red w/ Red Piping	Tan w/ Tan Piping	Price
Assembled Leather Seat Sets	246-138	246-148 ¹	246-128	246-118 ¹	-	-	246-178 ¹	246-198	246-158	246-168	\$2,499.00
Assembled Leather Seat Sets - Ready to Install	-	-	-	-	-	246-188 ¹	-	-	-	-	2,499.00
Assembled Leather Seat Sets w/ Map Pocket	246-211 ¹	246-214 ¹	246-213	246-212 ¹	-	246-219 ¹	246-218 ¹	246-217 ¹	246-215 ¹	246-216 ¹	2,499.00
Leather Seat Kit	246-010	246-040	246-020	246-030	-	246-055 ¹	246-065	246-062	246-050	246-060	939.99
Leather Seat Kit w/ Map Pocket	246-231 ¹	246-234 ¹	246-233 ¹	246-232 ¹	-	246-239 ¹	246-238 ¹	246-237 ¹	246-235 ¹	246-236 ¹	979.99
Vinyl Seat Kit	246-130	246-160	246-140	246-150	-	246-184 ¹	246-183 ¹	246-182	246-170	246-180	579.99
Vinyl Seat Kit w/ Map Pocket	-	246-264 ¹	246-263 ¹	246-262 ¹	246-261 ¹	246-269 ¹	246-268 ¹	246-267 ¹	246-265 ¹	246-266 ¹	639.99

Coupe Seat Kits

Leather Seat Kit	246-070	246-100 ¹	246-080	246-090 ¹	-	246-115 ¹	246-125 ¹	246-122	246-110	246-120 ¹	\$939.99
Leather Seat Kit w/ Map Pocket	246-271 ¹	246-274 ¹	246-273 ¹	246-272 ¹	-	246-279 ¹	246-278 ¹	246-277 ¹	246-275 ¹	246-276 ¹	979.99
Vinyl Seat Kit	246-190 ¹	246-220 ¹	246-200	246-210 ¹	-	246-223 ¹	246-222 ¹	246-221 ¹	246-230 ¹	246-240 ¹	549.99
Vinyl Seat Kit w/ Map Pocket	246-291 ¹	246-294 ¹	246-293 ¹	246-292 ¹	-	246-299 ¹	246-298 ¹	246-297 ¹	246-295 ¹	246-296 ¹	659.99

Competition Deluxe Seat Kits

Leather Seat Kits	246-011 ¹	246-041	246-021	246-031 ¹	-	246-056	246-066	246-063	246-051	246-061	\$939.99
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Roadster Armrest Kits

Leather Armrest Kits	246-012	246-042	246-022	246-032	-	246-067	246-064	246-054	246-052	246-053	\$149.99
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Coupe Armrest Kits

Leather Armrest Kits	246-071	246-074	246-072	246-073	-	246-084	246-083	246-082	246-075	246-076	\$149.99
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¹Special order, allow 6-10 weeks for delivery.

*See ordering page for details

⚠ WARNING: Cancer and Reproductive Harm. www.P65Warnings.ca.gov



**MGA Seat and Panel Kit**

- All seams are stitched rather than heat-seamed

- Plywood backing is stronger and resists water much better than fiberboard

Panel Kits

Deluxe Panel Kits: Made as original from durable vinyl, the Deluxe Kit includes 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets for the roadsters (coupe door pockets sold separately), and 2 rear kick panels. The kits also include leather to cover door caps and rear corners, vinyl for dash cap and rear cockpit rail, 1600 MKII and coupe dashboards and scuttle panels (dash top), and piping as required.

Basic Panel Kits: While not as complete as our Deluxe Kits, these "budget" kits, for roadsters only, are made with the same dedication to quality. They include 2 door panels, 2 front kick panels, and 2 front frame covers that are fully finished and ready to install. Also included is sufficient vinyl and piping to cover all cockpit rails, late vinyl-covered dashboards, and existing door pockets.

Deluxe Panel Kits

	Black w/ Black Piping	Black w/ Lt. Blue Piping	Black w/ Red Piping	Black w/ White Piping	Blue w/ Blue Piping	Grey w/ Grey Piping	Honey Tan w/ H. Tan Piping	Red w/ Red Piping	Tan w/ Tan Piping	Price
Coupe Deluxe Vinyl Panel Kit	246-370	246-400	246-380	246-390	246-415 ¹	246-425 ¹	246-422	246-410	246-420 ¹	\$739.99
Roadster Deluxe Vinyl Panel Kit	246-310	246-340	246-320	246-330	246-355	246-365	246-362	246-350	246-360	599.99

Basic Panel Kits

Roadster Basic Panel Vinyl Kit	246-250	246-280	246-260	246-270	-	-	246-302	246-290	246-300	\$489.99
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Coupe Map Pockets

	Black				Blue	Grey	Honey Tan	Red	Tan	
Coupe Map Pocket - Each	246-391	-	-	-	246-416	246-426	246-423	246-411	246-421	\$164.99

¹Special order, allow 6-10 weeks for delivery.

Side Curtain Stowage Bags

Secure your side curtains inside our high quality vinyl stowage bag. Handcrafted in the Moss upholstery shop, this vinyl stowage bag is completely pre-cut and sewn, and ready for installation behind the seats in no time at all.

Side Curtain Stowage Bags

	Black	Grey	Honey Tan	Red	Tan	Price
1500 & 1600 to (c)78249	243-280	243-350	243-302	243-290	243-300	\$289.99
1600 from (c)78250 & MkII	243-285	243-355	243-307	243-295	243-305	379.99

Coupe Map Pocket

MGA Coupes originally had map pockets on each front kick panel. We manufacture these map pockets. In each set you'll receive one pocket, rivets, and a template for location.

Black	246-391	\$164.99
Red	246-411	164.99
Blue	246-416	164.99
Tan	246-421	164.99
Honey Tan	246-423	164.99
Grey	246-426	164.99

**Seat Heater**

A little warmth in the right place can really make driving a much more comfortable experience. This therapeutic seat-heater has dual zones and two settings to keep your seat and lower back toasty. Designed to be installed under existing upholstery or seat covers, this kit is suitable for alternator equipped cars. Sold as a set for one seat. Negative ground cars with an alternator only.

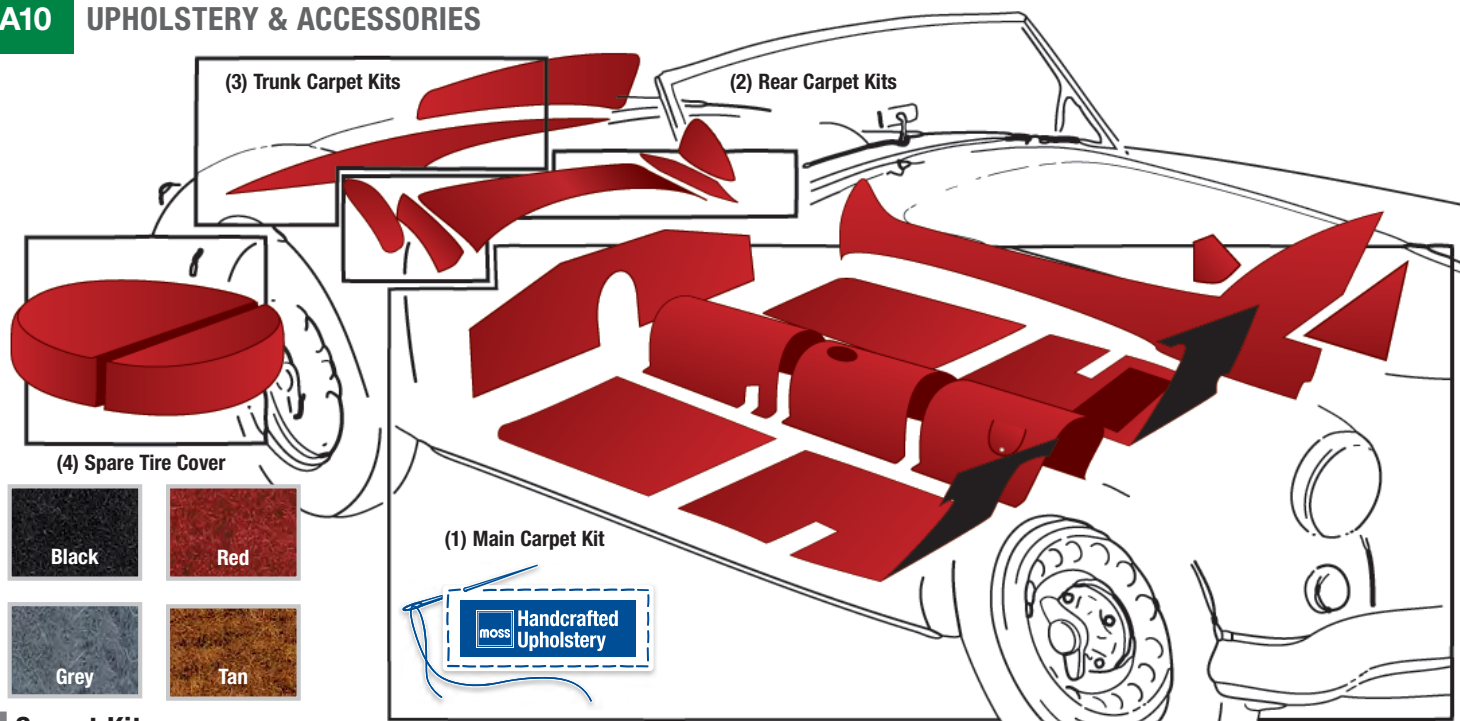
Seat Heater Kit

903-251 \$129.99

Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

INTERIOR



Carpet Kits

Main Carpet Kits - Carefully patterned and cut for proper fit and ease of installation, these Moss manufactured carpet kits include the correct rubber heelmat, all necessary studs and snaps, and edge binding where original. The main carpet set covers the seating and foot well areas.

Rear Carpet Kits - Add that “finished” look to your car’s interior with the rear carpet set, standard on the coupe, and optional on roadsters.

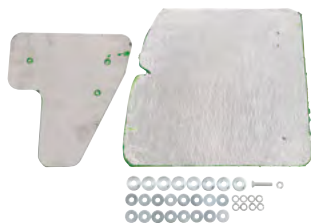
Trunk Carpet Kits - To dress up your trunk, a trunk set and spare tire cover are available in black, red, grey or honey tan.

For free samples of our carpet material, order sample card #878-915.

Bulk Carpet Material, per foot

Red (42" wide)	454-460 ¹	\$32.99
Honey Tan (42" wide)	454-462 ¹	32.99
Black (40" wide)	456-295 ¹	32.99
Grey (42" wide)	456-405 ¹	32.99

¹Special order, allow 1-2 weeks for delivery.



Interior Heatshield Set

Our R&D team has come up with another great product for your MGA. These Supplemental Heat Shields anchor to the floor and heel boards, significantly lowering ambient exhaust temperatures inside your vehicle. These Heat Shields are constructed of Stainless Steel and Aluminized Ceramic Fiber. Install this quick and easy upgrade with just a basic set of hand tools.

Heatshield Set	021-647	\$194.99
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Heatshield Material

This foil-covered insulation reduces unwanted heat, cold, and sound inside your vehicle when installed under carpets, over the transmission tunnel, and against the firewall. The closed-cell insulating material has a layer of foil on both sides and will not absorb moisture like its jute or cotton counterparts. Lightweight and easily managed, it is sold in 4' x 6' sheets which can be cut to fit.

Heat Shield Material	409-016	\$41.99	o
Heat Shield Adhesive - 12 fl oz	409-037	28.99	



Sound and Heat Control Insulation

Install on doors, floors, and firewall. This insulation consists of an 80 mil thick butyl rubber-core covered with a 2.4 mil aluminum coating. It deadens body panel vibrations and reduces heat transfer. The kit contains nine 29" x 20" sheets (36 sq ft).

Insulation	409-027	\$159.99	o
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Reduce Heat & Noise with Hushmat

HushMat®

HushMat Ultra and Ultra II Insulation Kits

Easy-to-install butyl damping pads by HushMat reduce road noise and vibration, creating a solid and quieter environment. It will also allow you to stay warmer in the winter and cooler in the summer by reducing thermal transfer by over 40% when compared to other products. The HushMat Ultra II Hoodliner Kit is made from the same material, only slightly thicker for increased insulation. It trims easily with just a standard razor knife or household scissors making installation a snap! Just peel-off and stick. Manufactured only in the United States of America.

HushMat Ultra Door Kit

10 - 12" x 12" sheets 409-009 \$104.99

HushMat Ultra II Hoodliner Kit

6 - 12" x 23" sheets 409-007 \$144.99





HushMat Ultra Interior Kit

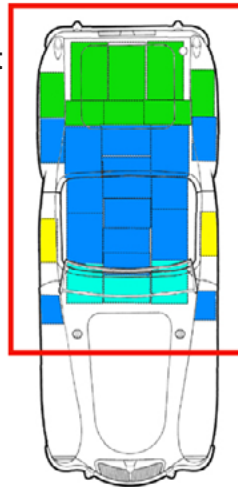
8 - 12" x 23" sheets 409-013 \$169.99

MORE
INFO
ONLINE

Custom Sound and Heat Insulation Kits by Hushmat

HushMat sound deadening & thermal insulation material leads the automotive industry in performance and ease of installation. Packaged specifically for your MGA to provide 100% insulation coverage. No holes in the material - no puzzle pieces to put together - simply apply the HushMat Ultra material, as shown in the Installation Guides. Kits available for your Firewall, Doors, Floorpan, Trunk Floor or Complete Vehicle. Reduce road noise, exhaust noise and insulate your vehicle. Superior performance and adhesion is guaranteed.

Complete Kit	 Complete Vehicle Kit	409-225	\$599.99
Trunk Kit	 Floorpan Kit	409-230	329.99
Floor Pan Kit	 Firewall Kit	409-235	134.99
Door Kit	 Door Kit	409-240	149.99
Trunk Kit	 Trunk Kit	409-245	219.99
Firewall Kit	 Firewall Kit		

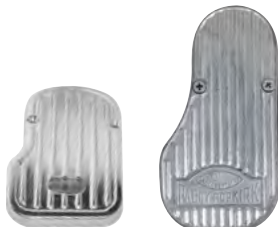


409-007



409-013

Hear about the latest news, first.
eNEWS
SIGN UP AT MOSSMOTORS.COM



117-745

900-315

Gas Pedal Extensions

Specifically designed to aid heel and toe shifting. Installation takes hand tools.

Gas Pedal Extension	117-745	\$13.59
Paddy Hopkirk Pedal	900-315	32.99



Round Billet Shift Knob by A.R.E.

Accessorize your classic car with a brand new shift knob by A.R.E. Made from solid billet aluminum, the shift knob gives you a sturdy feel when changing gears. Sporting a brushed silver look and classic diamond knurling around the center, this 2" spherical knob comes highly recommended for every classic car enthusiast. It is threaded inside, so all you need to do to install it, is just screw it on! Available at a pocket friendly price, try out this brand new shift knob! Application specific.

MGA	234-305	\$39.99
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234-015

234-010

Shift Knobs

You're not going to throw any random knob on your shifter. Yours will be a natural fit for you and your car. Our gearshift knob is just the right size and feel, and comes topped with a medallion displaying the MG logo. Get yours in elegant walnut wood or trimmed in black leather.

Wood Crested	234-010	\$39.99
Leather Crested	234-015	39.99

Cut-Away View



Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

INTERIOR


**MORE
INFO
ONLINE**
489-077

Shown with horn push
and wheel adapter kit.
Sold separately.


489-095

489-080

489-040

489-060


TOURIST TROPHY®

Steering Wheels by Tourist Trophy

Tourist Trophy offers a complete selection of wood and leather steering wheels for most British cars. Made to the highest standards, these use aluminum frames for lightweight strength. With options including wood, leather, spoke style, and several different widths, you can easily personalize the look and feel of your car's interior with these classic steering wheels. Because the wood is unique to every piece, final stain color and grain patterns may vary. Adapter hub sold separately.

Solid Wood Rimmed Steering Wheels

15" 3-spoke Matte/Drilled	489-090	\$359.99
14" 3-spoke Matte/Drilled	489-095	359.99

Laminated Wood Rimmed Steering Wheels

15" 3-spoke Matte/Drilled	489-060	\$359.99
14" 3-spoke Matte/Drilled	489-070	359.99
15" 3-spoke Matte/Slotted	489-080	359.99
14" 3-spoke Matte/Slotted	489-085	359.99

Leather Rimmed Steering Wheels

15" 3-spoke Matte/Drilled	489-020	\$319.99
14" 3-spoke Matte/Drilled	489-030	319.99
14" 3-spoke Black/Drilled	489-040	319.99
15" 3-spoke Black/Slotted	489-050	319.99


454-203

453-155

453-135

453-165

262-315

Replica Twin Cam Wood Rim Wheel

Superior quality example of this factory classic. Hub included (uses the stock centerpiece, which is sold separately).

Stock Centerpiece	263-110	\$49.99
Wood Wheel	263-255	1,495.00

Brooklands Steering Wheels

Retain the authenticity of your classic car with these exquisitely made Brooklands steering wheels. These vintage wheels were available as optional equipment when your classic was new, and have been in demand by MG enthusiasts since the 1930s. A great buy, you can add a Bluemel's Brooklands spoke badge for that finishing touch.

Complete Assembly

Steering Wheel Assembly - Black - 17"	453-165	\$699.99
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Steering Wheels

Ivory - 15½"	454-203	\$549.99
Black - 15½"	454-213	549.99
Black - 17"	454-215	499.99

Mounting Hub

Hub	453-135	\$169.99
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Accessories

Bluemel's Badge	262-315	\$28.99
Hub Center Medallion	453-155	62.99





Wheelskins®

Leather Steering Wheel Cover by Wheelskins

These premium-grade black leather covers are custom tailored to fit your wheel. Simple installation results in a quality factory-fitted appearance. Made in the USA.

Dia: 16½"-17"; Grip: 2¾"	222-310	\$84.99
Dia: 16½"-17"; Grip: 2½"	222-315	84.99
Dia: 15"-16"; Grip: 2¾"-3½"	223-610	84.99
Dia: 16½"-17½"; Grip: 2¾"-3½"	223-620	84.99



499-520



454-245



499-595

Moto-Lita Steering Wheels

Moto-Lita steering wheels employ attractive bicolored wood laminations or black leather over aircraft aluminum frames. Adapter hub sold separately.

Wood Rimmed Wheels

15" 4-spoke Polished/Solid - Flat	454-245	\$649.99
13" 3-spoke Polished/Drilled - Flat	499-530	489.99
15" 3-spoke Polished/Drilled - Flat	499-540	489.99
14" 3-spoke Polished/Drilled - Flat	499-560	489.99
15" 3-spoke Polished/Teardrop - Flat	499-580	489.99
13" 3-spoke Polished/Drilled - Dished	499-585	489.99
14" 3-spoke Polished/Drilled - Dished	499-590	489.99
15" 3-spoke Polished/Drilled - Dished	499-595	489.99

Moto-Lita®

Leather Rimmed Wheels

15" 3-spoke Polished/Drilled - Flat	499-500	\$489.99
14" 3-spoke Polished/Drilled - Flat	499-520	489.99
13" 3-spoke Polished/Drilled - Dished	905-075	489.99
14" 3-spoke Polished/Drilled - Dished	905-080	489.99
15" 3-spoke Polished/Drilled - Dished	905-085	489.99
13" 3-spoke Polished/Drilled - Flat	905-145	489.99

Accessories

Polished Ring Kit	905-635	\$43.99
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TOURIST TROPHY®

Billet Horn Push by Tourist Trophy

Enjoy the precision feel and crisp appearance of this Billet Aluminum Horn Push Assembly. Engineered specifically for our Tourist Trophy and Moto-Lita Adapter Hubs, the Push Horn is machined from aircraft quality aluminum and comes with a 46 mm MG emblem.

Billet Horn Push with MG Logo	905-653	\$99.99
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Steering Wheel Sun Covers

We all know the pain of a scalding-hot steering wheel, so we created a solution: this heat-resistant steering wheel cover. The combination of quality vinyl and heat reflective materials keep your steering wheel cool to the touch while protecting it from sun damage. The simple slip-over design provides full protection while being compact and malleable for easy storage. Offered in two sizes, Large (17" and smaller wheels) and Small (15" and smaller wheels), and available in black, grey, and tan, this cover is designed to fit with any interior.

Steering Wheels Up To 17"

Black	009-120	\$59.99
Tan	009-121	59.99
Grey	009-122	59.99

Steering Wheels Up To 15"

Black	009-123	\$59.99
Tan	009-124	59.99
Grey	009-125	59.99

Wall Mount Steering Wheel Adaptor

Show off your steering wheel collection with our brand new wall mount steering wheel adaptor. Simple and functional in design, you can easily use this high quality billet aluminum adaptor to mount the Tourist Trophy or Moto-Lita, 9-bolt, steering wheels on a wall.

Tourist Trophy or Moto-Lita	489-000	\$59.99
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Wheel Adapter Hub Kits

Complete kits include hub, horn push and emblem. For fitment of Tourist Trophy and Moto-Lita steering wheels.

Complete Hub Kit

46 mm Enamel Emblem	454-338	\$149.99
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Repl. Push with Emblem

46 mm Enamel Emblem	905-646	\$39.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

INTERIOR

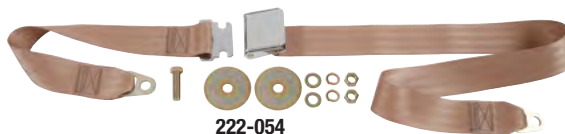


Beam's seat belts are made in the USA and exceed federal safety standards. Fire departments and amusement parks trust them, and we at Moss would not offer our customers anything less.



Vintage Style Seat Belts

Choose a safety measure in the color of your choice! Available in black, grey, red, and tan, our vintage style seat belts have high quality webbing with solid steel, chrome-plated, aircraft-style buckles, and are designed to complement your classic car. The substantial webbing length can be



Hook Mount



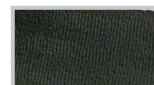
Bolt Mount



Red



Tan



Black



Gray

adjusted short or long for safe operation, so you can select the length that best meets your requirements. These seat belts are bolt-in for easy installation. All required mounting hardware and instructions are included. Sold individually.

Bolt Mount

	Black	Gray	Red	Tan	Price
2-Point Belt - Long (30" latch-plate end, 44" latch end)	222-235	222-056	222-058	222-059	\$36.99
2-Point Belt - Short (20" latch-plate end, 40" latch end)	222-234	222-051	222-053	222-054	36.99

Hook Mount

	Black	Gray	Red	Tan	Price
2-Point Belt - Long (30" latch-plate end, 44" latch end)	222-236	222-252	222-258	222-259	\$56.99
2-Point Belt - Short (20" latch-plate end, 40" latch end)	222-239	222-246	222-247	222-248	56.99



Seat Belts by RetroBelt

These RetroBelt original equipment-style lap belts come with chrome push-button buckles that feature a starburst design and webbing color-matched to its stitching. Available as a standard belt or with an inertia locking retractor, these meet or exceed Federal Motor Vehicle Safety standards. Priced individually, an economical solution to your seat belt needs.

Standard Belts

2-point, Short - Black	009-127	\$34.99
2-point, Long - Black	009-128	34.99
2-point, Short - Tan	009-131	34.99
2-point, Long - Tan	009-132	34.99

Retractable Belts

2-point, 12" - Black	009-133	\$59.99
2-point, 20" - Black	009-134	59.99
2-point, 12" - Tan	009-137	59.99
2-point, 20" - Tan	009-138	59.99



Standard Seat Belt

These seat belts have alloy steel mounting-hardware for strength and durability. Sold individually.

Standard Seat Belt	222-215	\$34.99
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Vintage Competition Belt

Quick release buckle with mounting hardware. Sold individually.

Competition Belt - Tan Buckle Pad	222-211	\$169.99
Competition Belt - Black Buckle Pad	222-221	169.99



Plush Embroidered Floor Mat Sets

Custom tailored plush embroidered mats look great, fit perfect and come at a great price! Edges are bound for a tidy look. Rubber-nibbed backing keeps the mats in place. MG logo embroidery is 3½" in diameter. Set of two. Black.

All MGA	240-711	\$94.99
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Amco-Style Rubber Floor Mat Sets

Protect your carpets from dirt, wear and fading. If mats get dirty, hose them down and return them to the car. Set of two. Black only.

Amco-Style Rubber Mat Set	241-810	\$36.99
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Ultra Plush Embroidered Floor Mat Sets

Step onto comfort with these ultra-dense plush carpet sets with non-slip rubber backing. Custom tailored for a perfect fit, these black mats feature embroidered logo of your favorite classic car. Features embroidered 3½" logos. Sold as pair. Black.

Ultra Plush Mats 240-710 \$219.99

Floor & Tunnel Shield by DEI

Designed to provide the best possible heat protection in areas where high temperatures are present and problematic, the Floor & Tunnel Shield II limits heat transfer on firewalls, transmission tunnels, floor boards, fuel cells and other areas where heat is an issue. It provides excellent light weight thermal protection, acts as a guard against track and road debris, and provides sound deadening.

Constructed with an embossed 10 mil aluminum face bonded to ½" composite glass-fiber core and backed with a high temp super strong pressure sensitive backing, it withstands up to 1750 F of direct continuous heat. Its improved multifaceted modern aluminum surface offers improved reflectivity, rigidity and allows for ease of installation. At only ⅜" thick, this product can be shaped and trimmed for a custom fit and is ideal for minimal clearance areas.

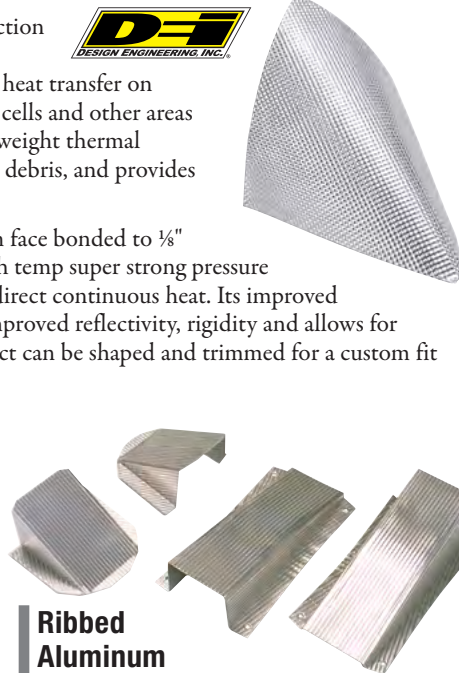
24" x 21"	231-901	\$59.99
48" x 21"	231-902	119.99
48" x 42"	231-903	235.99
10" x 10"	231-904	23.79



Footwell Light Kit

Illuminating the footwell area of your car for entering and exiting makes the transition much safer. Can be wired to any 12V source. Kit includes two lights, wiring and instructions.

Footwell Light Kit 903-651 \$44.99



Ripped Aluminum Cockpit Trim Plates

Threshold Plates

Acting as entry ways, door sills get scraped with mud and dirt every time you step in and out of your car, and get rusted very easily reducing their structural soundness. Our threshold plates add a custom touch while protecting your door sills. Easy to install. Sold as a pair.

Ripped Aluminum Cover Plates

Dress up the exposed frame sections in your interior with this four piece set. Eliminate "shabby carpet" syndrome.

Door Scuff Plate Set

Adding a set of door scuff plates goes a long way in the upkeep of your MGA. These scuff plates safeguard the front edge of your door from getting scratched while covering up the existing damage.

Ripped Cover Plates	240-500	\$149.99
Threshold Plates	240-600	64.99
Door Scuff Plate Set	240-700	74.99

Chrome Halon Fire Extinguisher

Every classic car should have an affordable onboard insurance policy in the form of a functional fire extinguisher. Carrying one is just common sense. Halon is an extremely effective fire suppressant that causes the least amount of residual damage and is safe for human exposure. Our compact 10" chrome extinguisher can be easily mounted to many surfaces with the included bracket.



Extinguisher 220-383 \$319.99



Quick-Release Fire Extinguisher Mount

The Quick-Release Fire Extinguisher Mount attaches readily to any flat surface. It is machined from billet aluminum, and has been anodized black. The quick-release mount uses a stainless steel lock pin (5 lbs release) with a red lanyard for better visibility. The mount will accept extinguishers ranging from 2½" to 3¼" in diameter. Safety is close at hand!

Quick-Release Fire Extinguisher Mount 220-387 \$64.99



Key Blanks

Replace your old worn out keys with these new original style keys, or simply use as a spare set. Because original keys are extremely rare to find, we bring you customizable key blanks. These blank ignition keys must be cut locally. Order by the series number of your original locks.

Crested

MRN Series		163-310	\$9.99
FA Series		163-320	9.99
FS Series		163-330	9.99
FP Series		163-340	9.99
AA Series		163-370	9.99

Non-Crested

MRN Series		163-510	\$5.49
FA Series		163-535	7.99
FS Series		163-545	5.49
FP Series		163-550	7.99

Drink Holder

Add this practical drink holder to your car. With a wide 3¼" diameter opening, it will receive almost any cup and hold it securely. Sturdily constructed and flocked in Charcoal Grey material, it is sure to complement your interior! To use it, just secure it in place by sliding the edge under a floor mat.



Large Drink Holder 100-785 \$39.99



Expandable Cup Holder

Our expandable cup holder mounts nearly anywhere. The arms adjust in or out to hold your container securely. Easily folds up when not in use.

Black 222-090 \$16.99

Under-Dash Console

We all know how dear storage space is in our MGAs. By investing in this console, you will finally have a convenient place to set your beverage and/or phone, as well as a power jack. Additionally, you get a very accessible storage area that is large enough for gloves, GPS, sunglasses, sunscreen, charging cords, etc. It fits snugly to your tunnel, and can also be fastened with a single screw, if desired. Made of sturdy ABS thermoplastic, it is textured just like factory parts.



Under-Dash Console 453-826 \$69.99

Padded Center Console

Boasting superior styling and quality, the padded center consoles are patterned after the original equipment and feature black grained ABS body covered in genuine leather. Similar to the vintage aftermarket consoles made by Amco, these consoles come with a useful large storage compartment and a cup holder making it all the more useful.



Padded Center Console 453-825 \$174.99

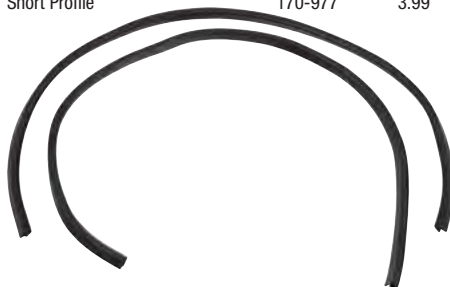


170-972 170-971 170-977

LED Dash Bulb

Bright white LED dash bulbs replace and better illuminate your gauges than the standard incandescent bulb (#171000). LEDs burn cooler and last much longer! They are not dimmable and should not be used as turn signal indicators or for the red generator/alternator light on the dash. Sold individually.

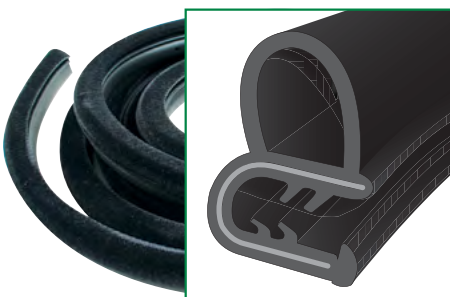
Negative Ground - Short Profile	170-971	\$9.99
Negative Ground	170-972	4.99
Positive Ground - Short Profile	170-973	9.99
Positive Ground	170-975	9.99
Wedge Type - Positive or Negative	170-976	3.99
Wedge Type - Positive or Negative - Short Profile	170-977	3.99



Door Panel Finisher

This door panel edging looks great, and protects the edges around your door panel "glovebox" from wear and damage. Made of black textured vinyl, it has a segmented metal-core for gripping. Installs in minutes. Instructions included.

Pair 246-315 \$25.99



Velour Door Seals

"Originally fitted to early cars, this velour material door seal is a more luxurious option for later cars. It features a steel wire core that clamps securely, and a correctly sized bulb to ease installation and improve sealing. Sold by the yard.

Lengths needed:

- Coupe - 7 yards
- Roadster - 4 yards"

Black Furlflex Seal 249-607 \$12.99



440-600

440-604

Smiths Classic Digital Gauges

Bring modern technology into your much loved classic car with the brand new Smiths Classic digital gauges. Operating at 12 volts, these digital gauges measure either 100 mm (4 in) or 80 mm (3.15") in diameter, and feature a polished chrome bezel with black gauge face and white lettering. For Negative earth vehicles only.

The tachometer shows a range of 0-7000 rpm, and the speedometer shows a range of 0-140 mph or 0-240 kph with digital odometer/trip readout.

Includes Gauge, Gauge loom (plug for gauge and push button for screen), Gauge fitting bracket and Installation instructions.

Note: If your car does not have an electronic speedo output, our speedo sensor kit (#440-606) will allow gauge installation.

Speedometer

MPH - 100 mm	440-600	\$459.99
MPH - 80 mm	440-601	459.99
KPH - 100 mm	440-602	459.99
KPH - 80 mm	440-603	459.99
Digital Speed Sensor	440-606	129.99

Tachometer

100 mm	440-604	\$299.99
80 mm	440-605	299.99

Oil Pressure/ Water Temperature Gauge



This genuine Smith's combination gauge is a direct replacement for the obsolete originals. Gauge has black face with white lettering and needles, and a 82" capillary tube. Lettering and the scales may differ from the instrument in your car.

Gauge 361-761 \$279.99

OEM Style Cigarette Lighter

To replace a defective original, or add an electrical outlet to earlier cars. This kit includes a complete illuminated lighter assembly as fitted to many British cars.



Cigarette Lighter Kit	142-270	\$13.99
Underdash Bracket	142-271	10.99

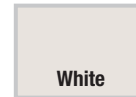
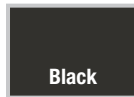
Tops

A new convertible top will make your MGA look great and help keep the weather out. The 1500/early 1600 tops are interchangeable, and both are available in high quality materials. Premium Stayfast cloth is sourced from the UK and is cut and sewn using accurate patterns to ensure a perfect fit. Vinyl tops are made from a heavy weight material with dielectrically welded windows for a long life.



	Stayfast Cloth			Vinyl			British Everflex Vinyl	
	Black	Tan	Price	Black	White	Price	Grey	Price
1500 (1 Window)	243-955	243-950	\$829.99	242-330	-	\$549.99		
1500, 1600 thru (c)78248 (3 Window)	243-965	243-960	849.99	242-310	242-320	549.99	242-325	\$659.99
1600 from (c)78249 & MK II	243-970	243-975	999.99	242-950	242-960 ¹	549.99	242-955	629.99

¹Special order, allow 6-10 weeks for delivery.



Tonneau Covers

A tonneau cover is as classic as your MGA - replace a worn one or install a new one. Our tonneau covers are made from the same high quality materials used for our convertible tops. Check your car for mounting holes before ordering. Order the long cover if your car has a row of Lift-The-Dot fasteners or holes just behind the rear cockpit rail.

	Stayfast Cloth			Vinyl			
	Black	Tan	Price	Black	Grey	White	Price
Short-mounts on rear rail	243-995	243-990	\$419.99	241-420	-	241-430 ¹	\$289.99
Long-mounts behind rail	243-985	243-980	419.99	241-520	-	241-530 ¹	289.99
Extra Long-mounts to teardrop anchors	-	-		241-536	241-535	-	349.99

¹Special order, allow 6-10 weeks for delivery.



Side Curtain Sets

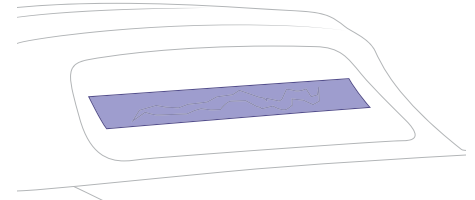
The MGA 1500 was originally fitted with a flip-up vinyl side curtain.

The MGA 1600 was fitted with sliding side curtains with the frames covered in material that matched the top. We are able to offer these assemblies covered in Stayfast material to match our tops or in black vinyl.

An aluminum framed side curtain set made by Weathershields was supplied on all cars fitted with hard tops and also available as an optional extra. We took this design and made a few improvements over the years to ensure the best fit possible with a wide range of tops.



259-625



Lamin-X Soft Top Window Repair Strip

Perfect repair solution to keep a cut or crack in the plastic window of your convertible top from getting worse! This 2" x 24" strip of 19 mil clear has 3.5 mils of adhesive that bonds to the clear plastic and creates a strong waterproof seal. This strip is transparent enough that you won't notice it at a distance. Instructions included.

Strip - 2" x 24"

910-475 \$14.79

	Stayfast Cloth			Vinyl		
	Black	Tan	Price	Black	Tan	Price
1600 Sliding Window	259-615	259-625	\$1,599.00	259-618	259-626	\$1,199.00

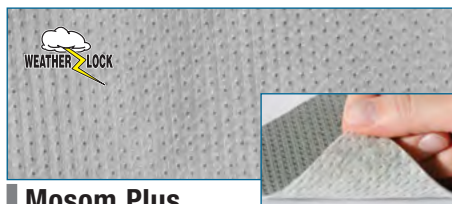
Aluminum Side Curtain Set

Replacement Seal Set	259-647	\$89.99
Aluminum Frame Side Curtain Set	259-648	539.99



Pricing is subject to change.
Please visit MossMotors.com for current pricing and availability.

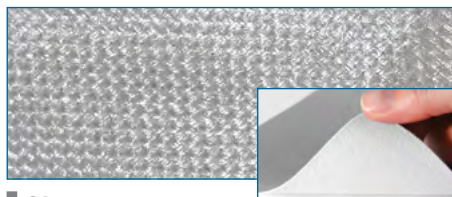
EXTERIOR



Mosom Plus

Mosom Plus is a four-layer material. The outer two layers are Spunbond Polypropylene, the middle layer is a special micro-porous film and the inside layer is extra soft fabric. The middle layer is an excellent rain barrier, which allows for vapors to pass through. The smooth cotton inner-layer provides a delicate blanket for your vehicle, protecting the paint from debris and mild weather. It is a great choice for all-around car cover use, suggested for most conditions except extreme sun, snow or ice. Mosom Plus is a non-woven material, so in the unlikely event a rip occurs in the material, it will not run.

Mosom Plus 237-410 \$124.99



Silverguard Plus

Silverguard Plus is a 300 Denier polyester material with a reflective, water-resistant coating on the outer layer and a soft, nonabrasive layer on the inside. It is a great choice for areas that get harsh sunlight. It is not suggested for extreme rain, snow or ice. 300 Denier is a strong, heavy weave, which will not rip or tear easily. The silver coating does an excellent job of reflecting sunlight, therefore protecting your top, rubber seals and interior from premature wear. The soft inner layer pampers the most delicate paint finish.

Silverguard 237-409 \$169.99

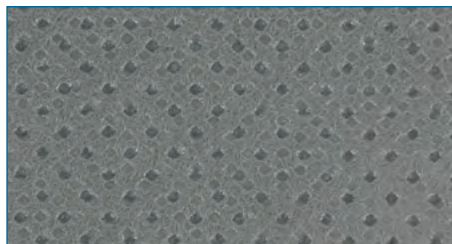


Stormproof

The culmination of over a decade of material engineering, it has only recently been possible to manufacture the microscopic yarns which go into this advanced micro-fiber cover material. Only one textile mill in the world was able to meet the specification, and the results are truly a triumph for car cover users! Our Stormproof cover is uncoated and untreated, therefore, even after months or years of use it will retain the same properties. Stormproof has been tested to be the most water-resistant and the most breathable car cover material you can buy. You can't go wrong with Stormproof!

Note: We recommend that you take the cover off after rain or storm and allow the car to dry.

Stormproof 237-620 \$279.99



Triguard

This practical and cost effective car-cover has a universal fit and can be used both indoors and outdoors to protect against dust and debris. The medium size will fit vehicles from 13' to 14'. This cover fits both the MGA Roadster and Coupe.

Triguard 236-446 \$64.99

Features	STORMPROOF	SILVERGUARD PLUS	MOSOM PLUS	TRIGUARD
WATER RESISTANCE	♦♦♦♦♦	♦♦♦♦	♦♦♦♦	♦♦
BREATHABILITY	♦♦♦♦♦	♦♦	♦♦♦♦	♦♦♦♦
COMPACTNESS	♦♦♦♦♦	♦♦♦♦	♦♦	♦♦
UV RESISTANCE	♦♦♦♦♦	♦♦♦♦	♦♦♦♦	♦♦
HAZARDS	♦♦♦♦♦	♦♦♦♦	♦♦♦♦	♦♦
SOFTNESS	♦♦♦♦	♦♦♦	♦♦♦♦♦	♦♦♦♦

Note: Car covers are not intended for long term outdoor use. Periodically remove the car cover to inspect your vehicle. Not for use on vinyl wrapped vehicles. Liability is limited to the purchase price of the product and we will not be responsible for any other damage.



Interior Cover

You don't have to raise the top or use your car cover to protect your seats and panels. Slip on an interior cover and protect your interior from sun damage and heat build-up. Saves your interior from cracking and fading.

MGA Interior Cover 237-810 \$74.99



Car Cover Accessories

Grommet 237-495 \$1.99
 Stowage Bag 643-850 7.99
 Cable Lock 643-855 7.99



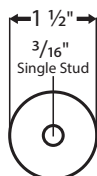


Windscreen Side Mirror Kits

For some MGA owners, visibility could be an issue when the view through the fender mounted side mirrors is partially blocked by the rear fenders or when the mirrors are mounted too far away to see clearly. Both these problems can be easily resolved with our side mirror kit. Stylish and practical, our windscreen side mirror uses pre-existing screw holes in the windscreen post, and offers a better view for safe driving.

Note: With the windscreen mirror in place, side curtains cannot be installed. Each kit includes a Lucas style mirror, hardware, and mounting bracket.

Right	165-452	\$79.99
Left	165-454	79.99



222-355



Raydyot Racing Mirrors

Raydyot mirrors were often bolted to racing and performance cars in the '50s and '60s. Their brushed aluminum design was extremely lightweight and strong. Less weight will forever be the aim of speed seekers. The mirror's low mass led to another important advantage: they were stable and vibration-free. Moss has captured not only the distinctive look and character of the original Raydyot mirror, our aluminum reproductions also share the performance advantage of being light and strong. Select mirrors with traditional flat lenses or wide angle convex. Sold individually.

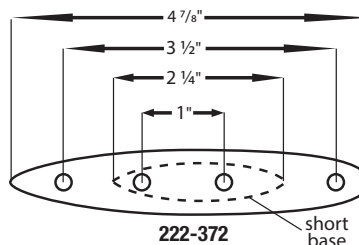
Raydyot Mirror - Flat	222-355	\$54.99
Raydyot Mirror - Convex	222-356	54.99



Bullet Mirrors

The combination mirror has two base options. Short base is 2 1/4" with bolt holes 1" apart. Long base is 4 7/8" with bolt holes 3 1/2" apart. The oversize lens mirror has a 3" long base with bolt holes that are 1" apart.

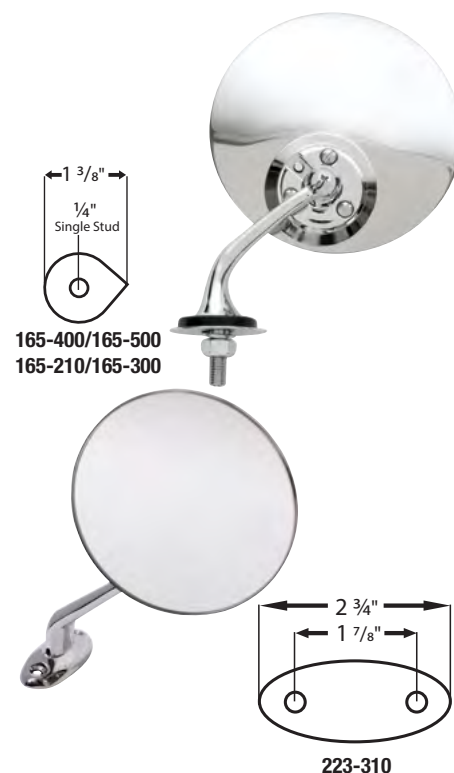
Combination Mirror	222-372	\$54.99
Oversize Lens	222-390	64.99



222-372



222-390

165-400/165-500
165-210/165-300

223-310

Lucas Style Reproduction Mirrors

Maintain your classic car's original look with these high quality Lucas style reproduction mirrors.

R/H Convex Lens	165-210	\$42.99
L/H Convex Lens	165-300	42.99
R/H Flat Lens	165-400	42.99
L/H Flat Lens	165-500	42.99
Flat Fender Mount	223-310	56.99



171-259

H4 Style Headlamp LED Conversion Kit

Developed for H4 (Semi-Sealed) style headlamps, the Stella Lux LED conversion represents a technological breakthrough for classic car owners. Lighting levels of 3000 Lumens per bulb mean these can be up to three times brighter than a standard H4 halogen bulb. LEDs emit a bright white 6000K color and deliver vastly improved road presence and visibility for a safe confident driving experience, no matter the conditions. The kit includes a pair of premium quality 25W Lumileds Luxeon Z ES LED H4 light units with a 10,000+ hour lifespan, and low load plug-and-play dual polarity drivers, which works with both positive and negative ground. We also offer this kit with two H4 style WIPAC headlamps. Keep your classic styling and have better lighting; you get the best of both worlds with this easily installed upgrade.

H4 Style LED Conversion Kit	171-250	\$229.99
Conversion Kit with WIPAC Headlamps	171-259	\$279.99



Lamin-X Headlamp Shield

Lamin-X covers the headlamp in a thin, invisible layer, protecting it from stone chips, scratches, and damaging debris. Install in 10 minutes and keep your headlamps looking new for years to come. Fits all 7" round headlamps. Sold in pairs.

Headlamp Shield, pair	162-695	\$29.99
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Driving Lamp Clamp

This multi-purpose lamp clamp can be used to mount 500 and 700 series fog or driving lamps, 3/4" badge bars, or even antennas and other accessories.

Chrome Lamp Clamp	408-579	\$19.99
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162-800

Fog and Driving Lamps

Quality reproductions of the classic 5 1/2" Lucas 500 series SLR and SFT lamps as originally fitted on many cars of the '50s and '60s. Lamps are sold individually.

Bracket

LH Lamp Bracket	407-720	\$89.99
RH Lamp Bracket	407-730	89.99

Driving Lamps

Stem Mount	162-701	\$189.99
Back Mount	162-760	189.99

Fog Lamps

Back Mount	162-770	\$189.99
Stem Mount	162-800	189.99

Replacement Bulbs

Driving Lamp Bulb	170-500	\$12.99
Fog Lamp Bulb	170-510	6.99



162-760



162-700



162-780

Hella 500 Light Kits

Light up the road with Hella 500 Light Kits. The Driving Light kit emits a focused beam for long-range illumination, while the Fog Light kit projects a wide and low illumination perfect for foggy or dusty conditions. Kits include: 2 halogen lamps, 2 H3 12V/55W bulbs, 2 protective stone shields, plug-n-play harness, 1 switch, 1 12V relay, and instructions. Lamp dimensions: 6.8"(h) x 6.4"(w) x 2.6"(d).

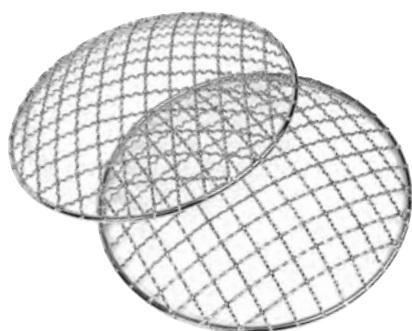
Driving Lights	162-780	\$139.99
Fog Lights	162-785	\$149.99



Headlamp Relay Kit

Any British classic can benefit from adding headlamp relays. Your headlights will be significantly brighter, and the life of the lighting switch will be extended considerably with this easy-to-install kit. Relays are especially beneficial (and strongly recommended) if you have fitted halogen headlamps.

Headlamp Relay Kit	117-515	\$36.99
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Headlamp Stone Guards

Heavy duty chrome-plated wire mesh stone guards will protect your headlights. May not be street legal. Hardware included.

Stone Guards	222-100	\$18.99
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HEADLAMPS



Z-Beam Style H4 E-Coded Headlamp

Get the classic 7" Z-Beam style headlamps for your British sportscar. These quality headlights are e-coded based on EU standards and have an anti-fog coating. Sold individually. H4 60/55w 12v bulb included.

Z-Beam Style H4 Headlamp	162-790	\$45.99
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P700 Tripod Headlamp Set

The P700, which is a step up from the standard headlamp, features an internal tripod reflector with a round center cap. Our reproductions capture the look and vintage design of these lamps at a much lower price!

P700 Tripod Set	156-878	\$179.99
Replacement Bulb	170-600	\$7.99



7" Round Halogen Headlamp by WIPAC

This high-quality headlamp comes with replaceable H4 bulbs. Fits all regular 7" headlamp applications. Sold individually.

WIPAC Headlamp, each	162-715	\$64.99
Replacement H4 Bulb	902-998	\$6.39



Hella Halogen Headlamp

The Hella Halogen headlamp offers accurate optics and reflector to ensure light is directed where needed. Safe for all vehicles originally equipped with 7" sealed beam headlamps. Sold individually.

Hella Halogen Headlamp, each	902-969	\$84.99
Replacement H4 Bulb	902-998	\$6.39



Crystal Clear Headlamp

Combine modern looks and improved visibility with the new Crystal Clear Headlamps with halogen H4 bulbs. These lamps are DOT and SAE approved, and deliver a strong focused light. The cast aluminum housing is corrosion resistant, and the lens is vented to prevent fogging. Sold individually.

Crystal Clear Headlamp, each	156-875	\$58.99
Replacement H4 Bulb	902-998	\$6.39

LED Replacement Bulbs

We've had our eyes on these for a while now. We couldn't help it, they're so bright! Our LEDs for negative ground vehicles have the advantage of a wide-angle light distribution design. These bulbs fit factory sockets, and can be easily installed. After much searching and testing of different products, we can now say that Moss offers an LED lighting solution that measures up to our high standards.

Our LEDs come in three colors

White, red and amber - to match the color of the lens application. Trust us, you don't want a white light LED behind a red lens. Pink is not the universal color for "stop".

Upgraded Electronic Flasher

If you are upgrading any of your turn signals, you will need to upgrade to an electronic flasher. The LED bulbs draw so little current that they won't trigger a mechanical flasher to blink.

Electronic Flashers

2-Prong - Negative Ground	141-667	\$26.99
3-Prong - Negative Ground	141-668	26.99

Industry #	57	89	1157	1156
Replaces Moss #	170-100, 170-250	170-300	170-700	170-800
White	170-906	170-920	170-931	170-946
Amber	170-911	170-921	170-936	170-951
Red	170-916	170-925	170-941	170-956
Price	\$19.99	\$19.99	\$29.99	\$29.99



Scan code to see LED
INSTALLATION video
MOSS TV



3rd Brake Light Kit

Center-mounted 3rd brake lights reduce accidents, so much so that they have been required on all passenger autos built since 1984. Our older classics, which are equipped with two dim, low mounted brake lights, aren't exactly easy to see. With a little creative wiring, you can mount one of our brilliant accessory 3rd brake light kits and improve the safety of your British classic. The base can be removed for flush mounting.

Chrome Brake Light Kit 116-115 \$114.99



Rear Fog and Reverse Lamps

These matching lamps have polished stainless steel cases, glass lenses and 20W H3 type halogen light bulbs. 4½" wide, 2¼" high. ⅝" mounting hole required. Suitable for mounting below the rear bumper. Check your local regulations to make sure they are legal for street use. Sold individually.

Reverse Lamp, Clear	162-842	\$64.99
Rear Fog Lamp, Red	162-843	64.99



LED Tail Light Kit

By owning classic cars, we make compromises with modern safety in several ways, often with no apparent regret. One risk, however, no one would compromise on: getting hit from behind because our brake lights weren't visible enough. LEDs are a modern technology we can all get behind. Just drill a couple of small holes, and you're all set. And the immediate, intense light LEDs produce transform your brake lights and turn signals from wispy candles to high-powered beams. For negative ground vehicles only.

Note: Requires use of electronic flasher. Part # 141-667 for 2 prong and 141-668 for 3 prong.

Electronic Flasher - 2 prong	141-667	\$26.99	Electronic Flasher - 3 prong	141-668	26.99
LED Tail Light Kit	143-810	129.99			





MGA Grilles

The Moss Motors MGA Grille Assemblies are the finest, most authentic reproduction grilles ever offered. Our grilles incorporate all of the subtle factory design features. The ever critical back edge curvature is cut with a precision clipping tool and matches genuine originals. Like the original, the shell and false nose are made of chrome plated brass, and the slats of polished stainless steel. Also included are grille piping, metric installation hardware and complete installation instructions. We even carry the recessed grille for the MkII!

1500-1600 Grille Kit, Flat	470-068	\$649.99
MkII Grille Kit, Recessed	470-098	649.99

Mesh Grille Insert

Harken back to the days of wheel to wheel racing. From vintage to modern times, race cars and elite sports cars proudly sport mesh grilles that evoke racers of the past. Made from very high quality, correctly formed stainless steel mesh, this kit fits aftermarket as well as original MGA grilles. Installation involves removing the slat assembly from your current grille, and replacing it with the formed mesh and custom brackets of this kit. This is not a difficult task, requiring only a few basic tools. Great looks and improved cooling. Kit comes with detailed illustrated instructions, to transform your MGA into an eye-catching and better performing sports car.

1500 & 1600 - Flat Grille	470-085	\$169.99
MK II - Recessed Grille	470-095	169.99



Racing Style Front Apron

Clean and sporty! This fiberglass replacement apron gives that smooth racing look after you remove the bumpers. Adjustments for fitment will be necessary. Hardware not included.

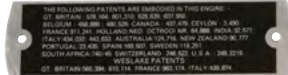
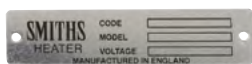
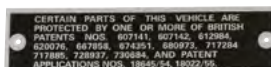
Front Apron	455-112	\$259.99
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Modified Fuel Filler Neck

A simple solution to cut down fuel fumes and give added security. The modified filler neck will accept the filler caps listed here.

Stainless Steel Cap	202-750	\$17.99
Chrome Locking Cap	202-760	54.99
Modified Fuel Filler Neck	470-852	132.99



Decal and Plate Kits

Finish off your restoration with one of these decal/sticker & plate sets. Every kit is application specific and contains an assortment of stickers. Mounting hardware not included.

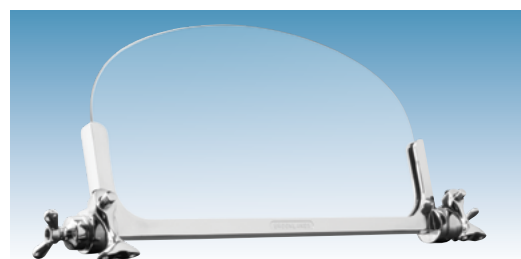
MGA Roadster (shown)

Includes chassis, valve cover, windshield and heater plates; and decals for the screen washer reservoir decal.

MGA Coupe	410-120	\$41.79
MGA Roadster	410-115	41.79

MGA Coupe

Includes chassis, valve cover and heater plates; and decals for the screen washer reservoir decal



Brooklands Racing Screen

Reproduction of the traditional Brooklands Racing Screen. This accessory spruces up your Classic without taking away the originality. Screen includes a polished aluminum frame, safety glass, and chrome-plated brass mounting-hardware.

Brooklands Screen	224-100	\$199.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

EXTERIOR



TOURIST TROPHY®

Classic Luggage Rack by Tourist Trophy

The factory optional luggage rack for the MGA was cleverly designed to distribute the load across the entire surface of the aluminum boot lid. To accomplish this, the rack itself was bolted to two long steel straps. The straps were curved to fit the boot lid, and they rode on rubber strips that protected the paint. This design allows you to carry a reasonable amount of luggage without damaging the sheet metal. For added utility this rack was designed with six brackets that make it easy to secure whatever is on the rack with straps.

Classic Luggage Rack

244-703 \$419.99



MOSS

Personalized English License Plates

Regulation British plates are identical to those used in England in the '40s, '50s, and early '60s. Semi-sheared raised letters. Nostalgic and attractive, these plates can be personalized with up to seven letters and numbers of your choice. Unpainted.

English License Plate

307-073

\$89.99



License Plates

Display your loyalty with one of our regulation size license plates. Embossed aluminum plates with crisp screen printing.

Union Jack

229-730

\$14.99

MG Logo

229-735

\$11.99



License Plate Frames

High-quality license plate frames show off the heritage of your car.

Union Jack, Stainless

222-725

\$51.99

Union Jack, Black

222-735

\$51.99

MG Safety Fast, Stainless

222-776¹

\$51.99

MGA Frame, Stainless

222-786¹

\$51.99

Morris Garage, Stainless

222-830

\$51.99





408-001



408-577



408-002



Badge Bars and Hardware

Dress up the front of your car. Badge Clips Kits come complete with hardware for installation.

Badge Bar Mounting Backing Plate	408-577	\$11.99
Badge Mounting Kit - 1" Bar	408-001	7.99
Badge Mounting Kit - 3/4" Bar	408-002	9.99
MGA Badge Bar (3/4")	453-400	174.99



Cloisonné Union Jack

Add an element of style and pride with this Union Jack emblem. Designed to mount on flat surfaces. 2 1/4" x 1 3/8". Screws included. Sold as a pair.

Cloisonné Union Jack - Pair 229-308 \$36.99



Magnetic Union Jack

This Union Jack magnet makes for a cool display! 3" x 6".

Magnetic Union Jack 215-330 \$5.99



1

4



2

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3

6



7



1

2



3

4

Grille Badges

Embellish your grille with these great looking badges. Solid baked enamel finish on a polished stainless steel back.

Note: Each badge requires a badge bar mounting backing plate.

(1) England	408-507	\$27.49
(2) U.S.A.	408-527	27.49
(3) RAC	408-547	27.49
(4) U.S. Coat of Arms	408-529	27.49
(5) MG	408-487	27.49
(6) Great Britain	408-506	27.49
(7) Abingdon-On-Thames	408-186	34.99
Badge Bar Mounting Backing Plate	408-577	11.99
Badge Mounting Kit - 1" Bar	408-001	7.99
Badge Mounting Kit - 3/4" Bar	408-002	9.99



Badge Bar Badges

Add some flare to the front of your car with a selection of classic badges!

(1) RAC Badge, Chrome	408-695	\$89.99
(2) Cloisonné RAC	408-517	64.99
(3) St. Christopher	408-435	114.99
(4) Brooklands	408-175	74.99
Badge Mounting Kit - 1" Bar	408-001	7.99
Badge Mounting Kit - 3/4" Bar	408-002	9.99

Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

EXTERIOR



Super Tone Horn Kit by Hella

Compact and powerful, a proper horn is more than an accessory: it's a safety measure. Our high quality horn upgrades are simple to install, sound great, and definitely turn heads with their volume!

Super Tone Horn Kit 545-090 \$59.99

Twin Trumpet Horn Kit by Hella

The Twin Trumpet Horn Kit by Hella produces a full harmonious and wide range of sound radiation. Noticeably louder than stock horns, these trumpet horns have been manufactured to the highest standard. This kit includes both high and low note horns, relay, mounting brackets, and instructions.

Twin Trumpet Horn Kit 545-095 \$35.99

EXCLUSIVE



Lucas Style Windtone Horns

A Moss exclusive - our reproduction of the original style Windtone horns is the best available. Originally fitted in many early MGs, Triumphs and Jaguars. Set of two, includes high and low note horns.

Note: Normally the MGA was only fitted with a low note horn, the high note horn was an option and can be fitted using bracket #405-800.

Windtone Horns 165-708 \$169.99

Twin Air Horns

Our twin tuned air horn set includes two air horns, heavy duty die-cast compressor, air hose, mounting hardware, and installation instructions.

Air Horns 545-080 \$59.99

Compact Air Horn Kit

Tired of large, modern vehicles not noticing your classic British sportscar on the highway? This kit fits in a space 5½" x 4½" x 4" and produces deep tones of 115 db at 6 ft. A perfect solution for your compact car. Kit comes with a relay, mounting bolt and nut, and instructions.

Compact Air Horn Kit 545-085 \$62.99



Radio Antennas

Upgrade your old antenna with these great replacements!

Electric Retractable Antenna: Our electric antenna kit wires into your radio for fully automatic operation. Requires 13½" depth to mount.

Flush-Fit Antenna: This collapsible antenna locks when down. Requires 11¼" depth to mount.

14" Rubber Antenna: Black. Includes 54" lead cable.

Electric Antenna	386-960	\$149.99
Flush-Fit Antenna	386-971	\$19.99
Rubber Antenna	900-716	\$14.99

Raked Shorty Antenna

Small, powerful, and mere 7 inches tall with a swept back look, our amplified antenna is a major design improvement over an unsightly standard mast or a noisy old power antenna. Comes with a 195" detachable cable, and the mast easily unscrews if you have a car cover without a hole.

7" Amplified 906-185 \$33.99



Works Type Bonnet Straps

Bonnet Straps began life as a safety measure for racers but daily drivers loved the look and added them to their sports cars. Our authentic reproductions are sold individually or in pairs, and are a cinch to install.

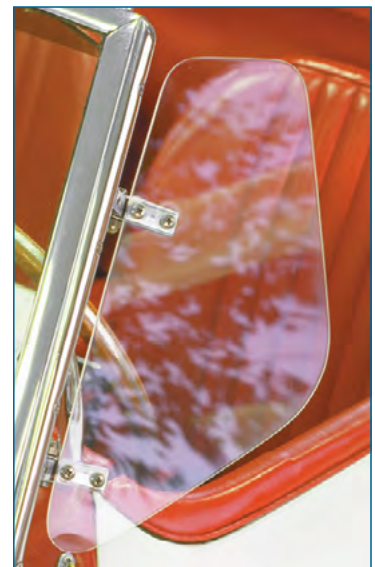
Black Leather, Each	222-601	\$34.99
Black Leather, Pair	222-602	\$56.99
Tan Leather, Pair	222-728	\$56.99
Tan Leather, Each	222-729	\$34.99



Sun Visor

Smoke tinted plexiglass with chrome fittings. This accessory makes late afternoon driving much safer. Sold individually.

Sun Visor 240-300 \$53.99



Wind Wings

These large, clear Plexiglass panels are mounted to adjustable chrome fixing brackets. Compatible with side curtains. Sold in pairs.

Wind Wing Set 240-200 \$99.99





Wire Wheel Balancing Tool Set

The wire wheel balancing tool set is a great buy for any classic car owner. While most auto body shops, garages, and tire centers are equipped to balance the wheels of modern cars, they do not always have the right set of tooling for classics in order to mount the wheel on its true axis and accurately balance center lock wire wheels. When you get your Classic's wheels balanced at these shops, additional weights are put on to make sense of the machine's readings and you end up with incorrectly fitted wheels. Investing in this tool set gives you the freedom to go to any garage and get your wheels balanced properly.

This useful tool set comes with interchangeable parts to accommodate the three most commonly used spindle sizes on dynamic balancing: 36 mm, 38 mm and 40 mm. It also includes two cup sizes to fit 42 mm and 52 mm center lock wheels.

Wire Wheel Balancing Tool Set 386-305 \$649.99



Knockoffs

Made from the highest quality materials, and precision engineered to ensure an accurate fit, our center lock spinners come in two styles: 2-eared and 3-eared. Our MG crested knockoffs were the original equipment on MGT and MGA.

3-Eared Knockoffs

Coarse Thread 8 t.p.i. - Left Hand	200-335	\$139.99
Coarse Thread 8 t.p.i. - Right Hand	200-345	139.99
Fine Thread 12 t.p.i. - Left Hand	200-315	119.99
Fine Thread 12 t.p.i. - Right Hand	200-325	119.99

MG Crested 2-Eared Knockoffs

Coarse Thread 8 t.p.i. - Left Hand	200-225	\$69.99
Coarse Thread 8 t.p.i. - Right Hand	200-215	69.99
Fine Thread 12 t.p.i. - Left Hand	200-220	69.99
Fine Thread 12 t.p.i. - Right Hand	200-210	69.99

Standard 2-Eared Knockoffs

Coarse Thread 8 t.p.i. - Left Hand	674-680	\$69.99
Coarse Thread 8 t.p.i. - Right Hand	674-670	69.99
Fine Thread 12 t.p.i. - Left Hand	200-280	69.99
Fine Thread 12 t.p.i. - Right Hand	200-290	69.99



Knockoff Hammers

Useful in multiple applications, these knockoff hammers are available in all types, weights, and sizes.

1 lb Copper/Copper	386-000	\$59.99
2 lb Copper/Copper	386-850	58.99
2 lb Copper/Rawhide	386-110	89.99
2 lb Zinc Alloy	386-020	65.99
4 lb Lead Alloy	386-180	76.99



Brass Tire Gauge

Solid brass precision gear movement. Push button valve to bleed air to the desired pressure. U.S. and metric scales.

Brass Tire Gauge 225-715 \$29.99



Wire Wheel Spoke Wrench

With its wide face and long handle, this wrench is perfect for adjusting most spoke nipples without rounding them off.

Spoke Wrench 385-800 \$14.99



Valve Stem Caps

Dress up your chrome wheels with a classic touch. These solid brass caps with logos are finished in chrome and utilize an O-ring for a proper seal. Sold as a set of 4.

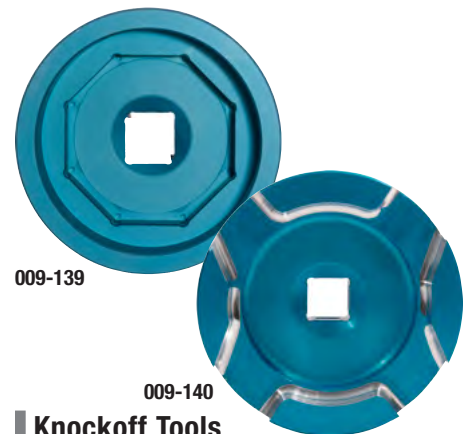
Checkerboard - Non-Locking	101-167	\$13.99
Union Jack - Non-Locking	101-161	\$13.99



Protective Knockoff Wrench

Prevent damage to knockoffs with multi-ply wooden wrenches. Fit all 42 mm conventional British two eared knockoffs.

42 mm Wrench 386-165 \$38.99



Knockoff Tools

Prevent damage to your knockoffs with these specialty sockets. These sockets allow you to safely tighten or remove knockoffs without a hammer. For use with a 3/4" breaker bar or torque wrench. Available for octagonal or 2 ear knockoffs.

Octagonal	009-139	\$179.99
2-Eared	009-140	179.99

Embossed Valve Stem Cap Set

Subtle and elegant, these nickel-plated steel valve stem caps feature an MG crest embossed on the top. Sold individually.



MG Valve Stem Caps 215-825 \$11.99

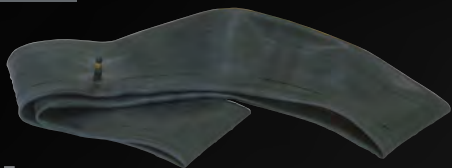


Long Handle Knockoff Wrench

Tighten or remove spinners easily with this long handle wrench.

Eared Knockoffs	386-125	\$79.99
Fabric Wrench Cover	386-115	22.49
Octagon Knockoffs	386-120	74.99





Inner Tubes and Rim Bands

Designed for use with radial tires, these have rubber-covered valve stems. (Can be used with bias-ply tires.) Rim bands prevent spoke and nipple ends from chafing your inner tubes. Sold individually.

Inner Tubes

155/165 x 15", 175/185 x 15" 452-766 \$25.99

Rim Bands

15" Rim Band 452-750 \$13.99



Wheel Spacers

These 6 mm solid spacers are useful when wheel to brake caliper clearance is an issue, or when you want to fine tune track-width.

¼" Wheel Spacer, each 832-560 \$24.99



Minilite Style Bolt-on Wheels

Add period charm to your Classic with these 8-spoke Minilite-style alloy wheels. Following a timeless and classic design, these are manufactured using the latest techniques and testing procedures to ensure the highest quality and reliability. Must be modified for use with front drum brakes.

15" x 5½" - Anthracite	456-046	\$259.99
15" x 5½" - Silver	456-045	259.99
15" x 5½" - Silver w/ Polished Rim	456-044	259.99
Lug Nut, MGA	264-965	2.49
Replacement Hub Cap - Chrome	456-049	14.99

Panasport Wheels

Famous in racing circles, Panasport wheels feature lightweight alloy construction and polished rim. Please check our website for more information about offset, weight and suggested tire sizes. Check tire clearance before fitment.

Note: These wheels have a center hole of 2.76" which is too small to fit front drum brake and some disc brake hubs. Machining of the hubs may be necessary to fit these wheels. These wheels will fit cars upgraded to MGB front suspension.

15" x 6" +22 mm offset, 14 lbs	854-716	\$319.99
16" x 7" +22 mm offset, 17 lbs	854-735	399.99
Chrome Acorn Lugnut, each	264-965	2.49

Minilite Style Knockoff Wheels

A great choice for cars originally equipped with wire wheels.

15" x 5½" - Anthracite	455-389	\$529.99
15" x 5½" - Silver	455-385	529.99



STYLE



Wire Wheels by MWS

Each MWS chrome wire wheel has a rim and shell which are polished in special-purpose machines, then hand-polished by skilled craftsmen. To enhance the corrosion resistance, microporous nickel plating is done prior to chrome-plating. The product conforms to the stringent International Standards ISO 1456-1988 specifications. The spokes and nipples are chrome-plated stainless steel for brightness and long life. Chrome wheels have a two year cosmetic and three year structural warranty.

MWS painted wire wheels have very high corrosion resistance. Before being painted, they are primer-coated using Cathodic Electrophoretic Technology, popularly known as "electro" or "e-coat." The silver-grey paint topcoat combines with the primer to give the wheel a salt-spray resistance of 840 hours when tested per ASTM standards. Painted wheels have a one year cosmetic and two year structural warranty.

All MWS wheels have silicone sealed nipples at the rim to keep water out, a common complaint on lesser quality wheels. These wheels are also tubeless.

Wire Wheel Conversion Kits

Owners have been converting disc wheel MGAs to wire wheels for decades. Many started off with the front, which is easy. You need the appropriate splined hubs, knockoffs, and the brake drums. When they get to the rear, it gets more complicated. The entire MGA wire wheel rear axle housing is narrower, and the axles are $\frac{7}{8}$ " shorter than those fitted to cars with disc wheels. This was done to compensate for the rear wire wheel hubs, which take up more room. If they had not made the axle narrower, the wire wheels would sit out too far, and your tires would rub up against the inside of the fender. The solution for many owners was to buy an entire MGA wire wheel rear axle. That is getting harder to do, and when you can find one, they are not necessarily cheap. That is where the Moss Wire Wheel Conversion Kit comes in. We have had special splined hub adaptors made that bolt to the rear brake drums. These have been engineered to bring the wire wheels and tires back toward the center of the car, so you don't have issues with fender clearance. You can have your wire wheels and keep your drum brake rear axle. Complete conversion kit includes front hubs, rear adapter hubs with nuts, front brake drums, bearings, seals and hardware, and four chrome fine thread knockoffs. We recommend either #454-630 chrome or #454-620 painted 60 spoke wire wheels.

Original Duty Wire Wheels

Dia/Width	Spokes	Finish	Unit	Part#	Price
15" x 4"	48	Chrome	Each	454-619	\$569.99
15" x 4"	48	Painted	Each	454-617	399.99

Heavy Duty or Competition Wire Wheels

Dia/Width	Spokes	Finish	Unit	Part#	Price
15" x 4½"	60	Chrome	Each	454-630	\$579.99
15" x 4½"	60	Painted	Each	454-620	399.99
15" x 5"	72	Painted	Each	454-665	449.99
15" x 5"	72	Chrome	Each	454-660	679.99



1500 w/Drum Brakes	264-318	\$1,299.00	o
1600 & MKII	264-328	1,149.00	f
Rear Hub Adapter - Left	661-423	114.99	
Rear Hub Adapter - Right	661-413	119.99	

Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

WHEELS



ARP
automotive racing products



ARP Performance Fasteners

Have confidence in premium-grade 8740 Chrome-moly steel with a tensile strength of 200,000 psi. These studs are rolled after heat treat to provide up to 10 times longer fatigue strength.

Head Stud Kit	322-858	\$189.99
Main Cap Stud Kit	322-868	104.99
Ultra-Torque Lubricant - 0.5 oz.	322-815	4.29



Harmonic Crank Balancer

A rubber insulated crank damper dramatically smooths out engine vibration, significantly reducing engine wear. Give your MGA the benefit of this later technology. These new units are produced in Australia and engineered to the highest standards.

Crank Balancer	433-707	\$389.99
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Gas Flowed Intake and Exhaust Valves

Larger diameter intake valve with smooth flowed back face and tapered stem. Valve size is 1.70" (42.9 mm). Gas flowed exhaust valve made from EN21/4N material. The smooth back face and tapered stem improves gas flow. Standard size 1.34" (34 mm). These valves are designed to use the later 1968-80 MGB cotters and caps. Earlier engines must have these parts upgraded. Use #460-215 cotters and #460-195 cap. Sold individually.

Intake Valve 1.70"	423-137	\$14.99
Exhaust Valve 1.34"	423-166	26.99



Cross Flow Cylinder Head

Recalling the classic racing head of the '50's, with computer generated gas flow design, this head is opening new performance horizons for the venerable B-Series engine. Immediate performance and cooling improvements will be noticed. The heads are completely assembled with standard size valves, bronze guides and hardened seats. The exhaust ports are in the original location so that regular manifolds or headers may be used. We recommend the MGA header #454-855 as the manifold is highly visible. The head requires a new four-branch intake manifold and matching carburetors, you may choose from three choices of manifolds and carburetors below. The 1 3/4" Sus offer the best balance of power and ease of operation.



The Weber DCOE manifold kit and 45DCOE Carbs offer the highest flow possible for maximum power potential in modified engines. There is no provision for emission connections, and some modifications will be required for best operation. Manifold kits do contain intake gaskets and some linkage components, but due to the variety of installations, some fabrication may be required. Accelerator cables are not supplied and must be fabricated.

Cross Flow Cylinder Head	451-690 ¹	\$2,399.00	f
Weber DCOE Man. & Link. Kit	373-985	289.99	
Weber 40DCOE Carb (2 req'd.)	378-675	769.99	f
Weber 45DCOE Carb (2 req'd.)	378-680	629.99	

¹Valve interference must be checked, and "eye brows" cut into the block if required.



Nylatron Rocker Arm Spacer Kit

Replace the power-robbing original spring spacers and allow for exact rocker arm spacing. Very accurately machined and made from high strength Nylatron.

Rocker Arm Spacer Kit	460-362	\$36.99
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Rocker Shaft Spacer Set

Ensures positive centering of the rockers over the valve stems. These are highly recommended. Supplied as an engine set of spacers.

Spacer Set	460-365	\$45.99
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Tuftrided Rocker Shaft

Tuftriding produces a harder wearing exterior coating on the shaft for improved reliability and is recommended for all MGAs using standard rocker arms.

Tuftrided Rocker Shaft	433-725	\$49.99
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Strengthened Rocker Shaft Outer Pedestals

Allows the use of stronger valve springs and very high engine speeds without the rocker shaft flexing.

Outer Pedestals, pair	460-268	\$399.99
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Alloy Cylinder Heads

Get more power by improving your cylinder head flow. Our alloy cylinder heads feature nickel-steel valve seats and silicone-bronze valve guides for use with unleaded fuel. The aluminum component saves weight and improves cooling, while the revised porting and combustion chamber increases efficiency.

Assembled Head	451-806 ¹	\$1,599.00	
Unassembled Head	451-805 ¹	1,299.00	

¹Valve interference must be checked, and "eye brows" cut into the block if required.



460-058 On Car



460-059

Billet Tappet Cover Kit

These billet aluminum tappet covers have been meticulously machined to fit your car. They are available either plain or with a machined Union Jack. The kit includes tappet cover, gasket, bushing, cup washer and bolt. Sold individually.

Plain - each	460-058	\$46.99
Union Jack - each	460-059	84.99



Crested Brass Valve Cover Cap Nut

Solid polished brass. Sold individually.



Brass Valve Cover Cap Nuts	460-119	\$18.99
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Valve Cover Thumb Nuts

Beautiful and functional. Set of two. Can't be used with alloy valve covers.



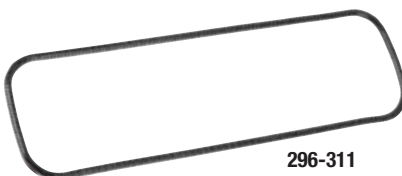
Chrome Thumb Nuts, pair	460-118	\$15.99
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Silicone Valve and Side Cover Gasket Set

No more single use cork gaskets! This kit includes valve cover and side cover gaskets that are made from an aircraft-spec. silicone for a superior seal and to be reusable. They work great with steel or alloy valve covers.

Silicone Gaskets	296-425	\$25.99
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296-311

Silicone Valve and Side Cover Gaskets by Gasket Innovations

These premium silicone valve and side cover gaskets are stronger and more resilient than traditional cork. They will tolerate re-use far better as well. Two types of gaskets are offered, one for Stock covers, and one for Alloy covers.

Note: Red RTV Sealant is needed for proper installation.

Stock Valve Cover	296-311	\$25.99
Alloy Valve Cover	296-312	34.99
Side Cover Gasket Set - Pair	296-377	30.99
RTV Sealant - Red - 3 oz	221-305	15.99

Offset Cam Keys

Keys with offsets allow you to fine tune your camshaft timing. Use with stock sprockets.



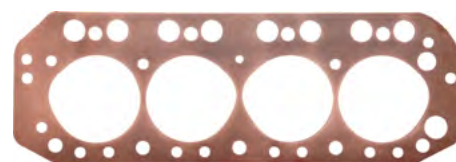
2° Offset	327-005	\$29.99
3° Offset	327-015	29.99
4° Offset	327-025	31.99
5° Offset	327-035	31.99



Alloy Valve Covers

Grommets and cupped washers included.

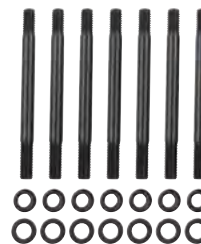
Polished Ribbed Cover	224-508	\$109.99
Black Textured Finish	224-490	154.99
Replacement Chrome Cap	460-145	17.99



Solid Copper Cylinder Head Gasket

Solid copper head gaskets have been a secret ingredient of many high performance racing engines. Modify these 0.032" thick gaskets for over-bored engines. Not suitable for use with aluminum heads.

Copper Gasket	387-505	\$169.99
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ARP
automotive racing products

Cylinder Head Stud Kit by ARP

Have confidence in premium-grade 8740 Chrome-moly steel with a tensile strength of 200,000 psi. These studs are rolled after heat treat to provide up to 10 times longer fatigue strength.

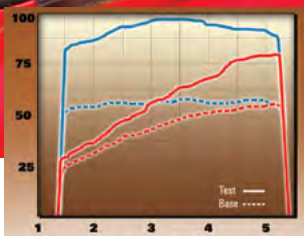
Cylinder Head Stud Kit	322-858	\$189.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

PERFORMANCE


INCREASE!
25
horsepower

40
ft.lbs. of torque


MGA Supercharger

From the J3 Midget the way the factory hopped up an MG was with a Supercharger, and now you have the chance to experience the exhilaration that only a supercharger can deliver. Advances in design have brought back the venerable Roots blower, with longevity and efficiency unmatched in the past. The Moss Motors engineered supercharger system features the same Eaton Roots type supercharger design used by Jaguar, Mercedes and Ford. Helical, three lobed rotors and specially designed inlet and outlet port geometry bring the Roots blower design up to date. A vacuum controlled bypass valve reduces air handling losses when boost is not required resulting in better fuel economy.

The Moss kit is engineered to fit all push rod MGA engine applications and requires no modifications to the body or engine. Extremely detailed instructions and a list of Frequently Asked Questions may be previewed at www.mossmotors.com. The installation can be completed by a competent mechanic or hobbyist with hand tools and time will vary depending on many factors, we have had reports of up to 12 hours of shop time necessary to complete installation and tuning.

MGA Supercharger System w/HS6 Carb. 150-040 \$5,499.00

Supercharger Spares for HIF44 (Old Carburetor)

Replacement Damper	370-756	\$35.99
Carburetor Needle BCA	374-375	23.99

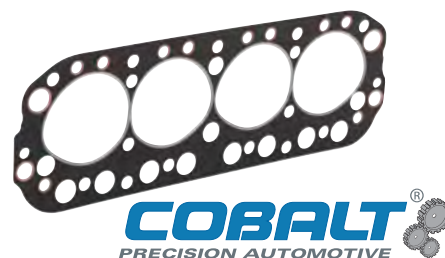
Supercharger 0.96 Viton Tip Needle Valve	373-627	64.79
Drive Belt (cars w/generator)	052-507	79.99
Drive Belt (cars w/Alternator)	052-234	54.99



Supercharger Heat Shield

Heat robs horsepower, so reducing the operating temperature of the supercharger unit is very important. We designed this heat shield using high tech aluminized radiant barrier material to lower the temperature and increase supercharger efficiency. Using pyrometers we measured a 12 degree drop in 60-70 mph driving temperature and a whopping 30 degree drop in temperature after slowing from freeway speeds.

Fits 150-047 (Current Supercharger) 150-065 \$239.99



Cylinder Head Gasket by Cobalt

Timely upgrades go a long way in the upkeep of your vehicle, and it is an important aspect of vehicle safety. Switch out your worn-out gaskets with these brand-new Cobalt brand replacement options, offering great quality at a very reasonable price. Built to OEM specifications.

MGA (Except Twin-Cam) 296-700 \$22.99



461-065

Alloy Engine Adapter Plate for MGB 5-Main Conversion

Fit your MGB 5 main bearing engine into your MGA or earlier MGB with these premium quality engine adapter plates. Made from aluminum alloy that is lighter than the typical steel plates on the market, each adapter plate for the low, high and synchro starter gearbox employs absolute attention to detail, including provisions for the oil seal so that no adjustment is required for the starter. Machined to accept rear main seal. Manufactured in the UK. Application specific, take your pick from three different options. Sold individually.

MGA Low Starter Gearbox	461-065	\$399.99
MGA High Starter Gearbox	461-066	399.99
MGB 3 Synchro Gearbox	461-067	399.99



Dura-Bond Cam Bearings

Add life to your engine with Dura-Bond precision Camshaft Bearings. These are the first choice of professional engine builders. They are solid, not split, are easier to install, and offer superior durability.

Dura-Bond Cam Bearings 425-001 \$34.99



*See ordering page for details

WARNING: Cancer and Reproductive Harm. www.P65Warnings.ca.gov





Adjustable Cam Sprocket Kit

If you're serious about your engine rebuild, this is one upgrade you should install! Our kit includes the double row chain, crank sprocket, and fully adjustable cam sprocket.

Adjustable Cam Sprocket Kit 460-398 \$249.99



Performance Pushrods and Tappets

The tappet takes the brunt of the punishment in the engine as it rides on a thin film of oil on the cam lobe. In an effort to offer the engine builder alternatives, we carry a range of tested and up rated tappets. These are the later, lightweight bucket design originally supplied in the 18V MGB engine. They can be retrofitted to earlier engines by using stock 18V pushrods (#460-615) or lightweight tubular pushrods (#460-619).

Tested Tappet Sets

These tappets are inspected for dimensional accuracy, and then hardness tested to ensure a hardness of Rc 54-58. The face of the tappet is crowned slightly to ensure rotation and then polished. Finally the tappet is Parkerized for improved oil retention during startup. The lifter set is supplied with installation instructions and #221-565 assembly lube. These processes are time intensive, but result in a tappet that meets all known original specifications.

APT Super Duty Tappet Sets

These tappets have a typical surface hardness of above Rc 60 and feature an oil lubrication hole and precision ground face.

Up rated Tubular Pushrods

Stiffer and lighter than stock pushrods. These up rated pushrods can be used in any MGA engine when used with MGB 18V tappets. 5/16" diameter.

Tappet Set, Tested, with Lube	460-604	\$259.99
Tappet Set, Super Duty, APT	460-601	249.99
Up rated Tubular Pushrod	460-619	21.99
Stock 18V Pushrod	460-615	4.49

Performance Camshaft

The camshaft is the heart of your engine. This is the best street cam for the MGA! anywhere. The nominal duration of 260 degrees gives a smooth idle and the higher than stock lift improves power. The cam is precision cut on a new chilled iron core which is drilled through to deliver improved oiling to the all important, distributor drive gear. The cam specification may look mild, but it is optimized for street, not race track performance. On the street, you want usable power below the normal 6500 rpm redline. Most "hot" cams just rip up lifters and valves and only really deliver power at too high speed to be usable on the street. Will accept stock tach drive gear.



Pressure fed oiling to distributor drive gear

	Duration	Lift at Cam	Power Range	RPM	Part #	Price
Performance Camshaft	260/260	.286/.293	1200-6200 rpm	6800	222-273	\$649.99



Performance Camshaft by Comp Cams

For those who seek excellent performance while maintaining good drivability. This performance camshaft was made by Comp Cams specifically for the MGA engine. This billet ground cam was designed for daily usage, autocross and supercharge applications.

- **Intake timing:** Open 24, Close 56, Duration 260
- **Exhaust:** Open 69, Close 21, Duration 270

Fast Road

222-270

\$999.99



Oil Service Kit

Changing your engine oil at timely intervals is a great way to avoid sludge build up. Get everything you need to do an oil change in this oil service kit which includes: a filter, drain plug washer, and the appropriate amount of oil for lubrication.

We've selected Collector's Choice engine oil for your classic car as it contains "pre-ban" ZDDP levels to help prevent premature camshaft lobe wear, additives to help prevent seals from becoming hard and leaking from infrequent use, and antioxidants to combat the effects of humidity changes during storage that can lead to moisture and even rust in an engine. Regular maintenance activities like an oil change go a long way in the smooth running of the engine. Offering better value for your money, order this kit today!

MGA - 5 Quarts	225-910	\$64.99	o
MGA w/ Spin-On Conversion - 5 quarts	225-914	69.99	o



Magnetic Oil Drain Plug

Keep metallic particles out of your oil system with a magnetic drain plug.

Magnetic Oil Drain Plug	328-282	\$21.99
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Oil Cooler Shroud

Prevent your oil from over-cooling in in cold weather. Sturdy ABS plastic shroud blocks air-flow through your oil cooler. Fully covers 13 row radiators.

Oil Cooler Shroud	235-805	\$21.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

PERFORMANCE

K&N Chrome Air Filters



K&N air filters are designed to be washed and reused for the life of your engine. Have confidence in the K&N ten year/one million mile (non-competition use) warranty. All sold individually.

Assemblies for 11/2" SUs

1 3/4" deep	222-935	\$139.99
3" deep	222-950	129.99
Tapered	222-985	129.99

Assemblies for 13/4" SUs

1 3/4" deep	222-955	\$139.99
3" deep	222-960	129.99

Assemblies for Weber DCOE

1 3/4" deep	222-245	\$146.99
3" deep	222-240	119.99

Cleaning Accessories

Filter Cleaning Fluid	231-480	\$16.99
Filter Oil Bottle (250 mL)	231-490	9.99



222-240



222-965



222-366



231-480



231-490



K&N Replacement Air Filter

Air filtration is an important way to increase the life of your engine. The original filter design was good at keeping pigeons out of the carb but that was about it. Our kit comes with instructions to install modern K&N filters inside your original Vokes filter cans.

K&N Replacement Filters	222-928	\$149.99
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K&N Performance Oil Filter

K&N Filter technology is the leader for your spin-on oil filter conversion. The resin impregnated filter element traps even the tiniest contaminants and isn't affected by racing fuels. Features include heavy-duty construction with metal end caps, anti-drainback valve, and a 1" safety wire drilled wrench-nut. Give yourself the peace of mind that comes with installing the best filter on the market.



K&N Oil Filter	235-830	\$28.99
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Spin-On Oil Filter Adapter

Get cleaner oil changes by switching over to a modern spin-on filter. Includes all necessary pieces for installation. Filter not included.

Spin-On Filter - K&N	235-830	\$28.99
Spin-On Filter - Wix	235-855	18.99
Spin-On Filter - Fram	235-880	10.99
Adapter Kit	235-940	42.99



Oil Cooler Installation Kits

These English made kits include hoses and adapter plates to allow installation of an engine oil cooler radiator. Choose from radiators listed below. The 13 row radiator is the most popular for street use. The 16 row radiator may be used for increased cooling.

Oil Cooler Installation Kit - Rubber Hoses	235-905	\$84.99
Oil Cooler Installation Kit - Stainless Steel Hoses	235-906	89.99
Radiators		
10 Row 11" x 3"	235-915	\$59.99
13 Row 11" x 4"	235-925	69.99
16 Row 11" x 5"	235-995	114.99
19 Row 11" x 5 3/4"	235-845	129.99

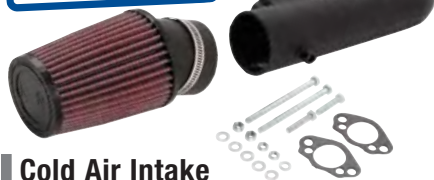


Oil Catch Can by Mishimoto

A running engine creates blow-by, which is an oil mist that is routed either back to your intake manifold or to the atmosphere under your engine. Not only does that make a mess of the underside of your sports car, it can lead to carbon build-up in your combustion chamber which hampers performance. Trap all that oil for proper disposal by installing an oil catch can between the engine and your intake manifold or the atmosphere. Find more information online.

Oil Catch Can - 16 oz	223-075	\$164.99
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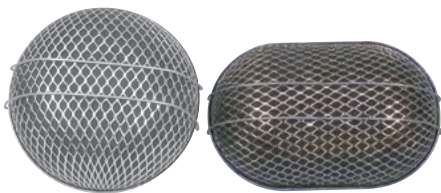
EXCLUSIVE



Cold Air Intake

We're pleased to now offer a Cold Air Intake for the MGA. It combines computer designed velocity stacks with a remote modern air filter. This system was designed with airflow and practicality foremost in mind. The years of wrestling with your MGA's filters are over. Furthermore, the design is such that the original air hose duct can easily be used to remote mount the air filter behind the grill for full cold air intake.

Replacement Filter	053-474	\$99.99
MGA's with twin SUs	223-065	299.99



Foam Air Filters

The traditional performance washable foam filters.

Oval for 1 1/2" SU	223-220	\$43.99
Round for 1 1/2" SU	223-230	46.99
Replacement Foam - Oval	37-0893	15.99
Replacement Foam - Round	37-0890	15.99

Vintage Style Chrome Air Filter

Ultra-thin design, beautifully plated. Sold individually.



Filter for 1 1/2" SU Carbs	223-200	\$54.99
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Aluminum Radiator

Aluminum radiators are an excellent upgrade for those seeking to prepare their MGA for the rigors of modern traffic and conditions. Our 1955-62 MGA aluminum radiator is constructed from high-quality alloys, and has been precision engineered for excellent fitment. It features a brazed aluminum core to optimize heat transfer and provide efficient cooling in the worst of conditions.

Features:

- Tig welded construction
- 100% brazed aluminum core
- 18 louvered fins per inch
- Bare weight: 7 lbs.
- Core area: 10 3/4" x 18"
- Core thickness: 1 7/8"
- Radiator cap
- Drain plug for easy coolant changes

1500, 1600, 1622

456-051

\$349.99



Hayden Electric Fans

Designed to be set up to run in either "pusher" (in front of the radiator) or "puller" configuration. The 10" fan requires a clear mounting area of at least 10 3/8" x 11 3/8", while the 12" requires at least 11 3/8" x 12 3/8". The preset temperature control will turn the fan on at 185 F and off at 170 F.

10" Electric Fan Kit	231-678	\$164.99
12" Electric Fan Kit	231-688	164.99



COBALT
PRECISION AUTOMOTIVE

Silicone Radiator Hose by Cobalt

Upgrade your cooling system with silicone hoses by Cobalt. Cobalt silicone hoses are made with a multi-layer silicone with embedded fiber to provide a great heat resistance which in turn improves reliability, durability, and performance.

Radiator Hose	470-286	\$10.99
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Electronic Fan Controller by Revotec

Built using the latest technology, components and assembly methods, Revotec's engineering team has developed a robust and reliable electronic fan controller that can be adapted to any electric fan. Engineered to overcome problems associated with capillary-action and clip-on devices, this non-leaking unit is installed in a water hose but will not obstruct coolant flow. Listed sizes refer to the hose I.D. Easy to install, a relay and all necessary fittings are included.

Electric Fan Controller Hose Set

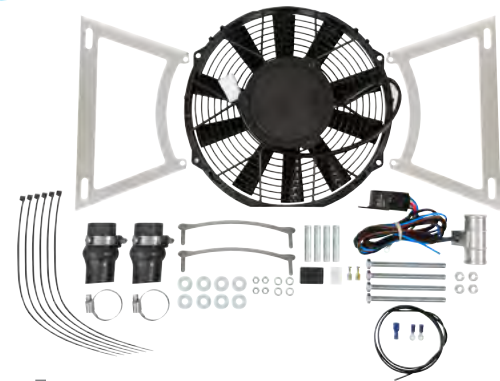
Hose Set	231-735	\$34.99
Negative Ground		
25 mm	231-740	\$144.99
28 mm	231-742	\$139.99
32 mm	231-744	\$139.99
35 mm	231-746	139.99
38 mm	231-748	139.99
Positive Ground		
25 mm	231-741	\$199.99
28 mm	231-743	\$199.99
32 mm	231-745	\$199.99
35 mm	231-747	199.99
38 mm	231-749	199.99



Revotec Manual Override Switches

Revotec switches manually control your Revotec Fan Controller. Available as a 3-way rotary switch with On, Off, or Automatic positions or as a 2-way Jaguar-style toggle switch with On or Automatic. Each switch is supplied with a mounting bracket, wiring, decals, and hardware.

3-way Rotary	231-725	\$69.99
2-way Jaguar-Style	231-726	49.99



Revotec Fan Kit

Keeping your car's engine running at optimum temperature will ensure you get the best performance and economy. Using the latest high efficiency fans with adjustable electronic controllers these kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use a universal mounting system, these Revotec kits have bespoke laser cut brackets that mount directly to the radiator mountings. The brackets are bright passivated to give a smart appearance and prevent corrosion. The kits also use a precise electronic controller to enable easy adjustment to suit your car. The kit includes a high efficiency fan assembly, electronic controller, bespoke passivated brackets for corrosion resistance, hardware, wiring and fitting instructions.

This kit is for MGAs and uses the hose mounted type of electronic fan controller mounted in the top hose. This must be mounted carefully in accordance with the instructions supplied.

Please Note: This kit will not fit MGA Twin Cam.

Kit Contains:

- 10" High power blowing fan
- Laser cut stainless steel fan mounting brackets
- 28 mm Revotec Electronic fan controller
- Top hose replacement kit
- Earth wire kit
- Bolts & fittings

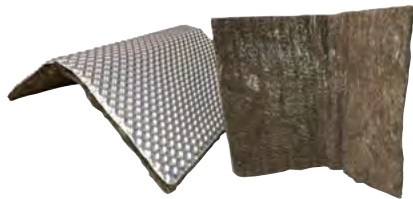
Negative Ground	231-683	\$434.99
Positive Ground	231-684	479.99



Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

PERFORMANCE



Form-A-Shield by DEI

Made from 10mil aluminum with a ¼" high temperature basalt insulation, Form-A-Shield can withstand direct temps to +1400 F. Apply Form-A-Shield directly to hot surfaces and mold it easily to exhaust manifolds, pipes, and mufflers. Measures: 21" x 48".

Form-A-Shield	231-905	\$109.99
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231-930

Exhaust Wrap and Tie Kit by DEI

Reduce unwanted and harmful heat under the hood while improving performance with the DEI Pipe Wrap. This kit includes a 25-foot roll of 2-inch wide exhaust wrap that offers a Direct Heat Resistance of 1,800 F, and Radiant Heat Resistance of 2,500 F, as well as four 8-inch stainless-steel locking ties to secure the wrap.

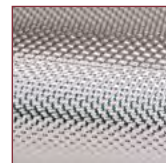
Black	231-930	\$38.69
Tan	231-931	37.49
Titanium	231-932	42.99

231-931



2-Piece Muffler Shield Kit by DEI

Designed to reduce radiant heat coming off your muffler resulting in a cooler interior and protection from damaging heat. This 2-piece shield is made from 10mil dimpled aluminum and a ⅛" glass fiber insulator that can be easily trimmed to fit most mufflers. Includes tough stainless steel positive locking ties for a secure installation.



Features:

- Insulating inner layer
- Heat reflective outer layer
- Stainless steel straps for secure fit
- Handles direct heat up to 1100 degrees Fahrenheit

Advantages:

- Extremely light weight
- Simple to install
- Acts as thermal barrier to prevent heat intrusion

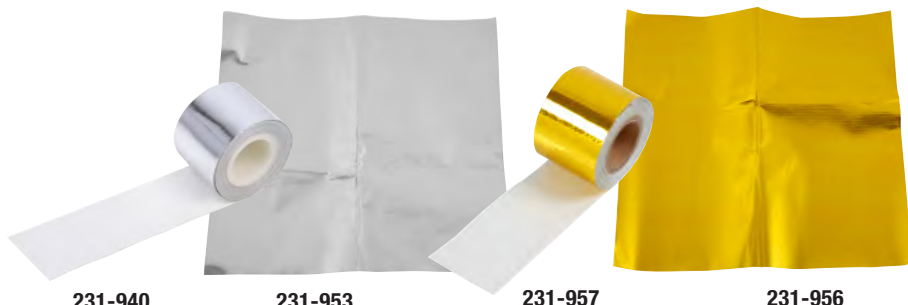
Benefits:

- Cooler more comfortable interior
- Keeps components protected from heat
- Prevents heat soak into lines & hoses that are close to mufflers

Kit Includes:

- One Sheet - 42" x 24" Dimpled Aluminum
- One Sheet - 51" x 24" Glass Fiber Insulation
- Four - 40" x ½" Positive Locking Ties
- FREE Locking Tie Tool

2-Piece Muffler Shield Kit	232-005	\$85.99
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231-940

231-953

231-957

231-956

Heat Reflective Sheeting by DEI

Protect against the high-temperature areas of your car with the heat reflective sheets and tape by DEI. The Reflect-A-Gold products are made from a metalized polyamide polymer laminated to a lightweight glass fiber cloth with a high temperature pressure sensitive adhesive, and the Reflect-A-Cool sheet is made from fiberglass and backed with a layer of aluminized reflective foil. Both are great ways to keep interior components cool. The 0.0065" thickness makes them highly effective for covering areas of minimal clearance. While the tape is a suitable for wrapping wires, cables, hoses, or fuel lines etc., the sheets are apt for firewalls, fuel cells, engine compartment, bulk heads, seat bottoms and more. The lightweight products can be easily cut or trimmed and wrapped around parts for an easy installation. Efficiently handle high temperatures at reasonable price.

Features:

- The Reflect-A-Cool Heat Reflective Sheets have a Direct Heat Resistance of 400 F and Radiant Heat Resistance of 2000 F
- The Reflect-A-Gold Heat Reflective Sheet and Tape have Adhesive Heat Resistance of 325 F and Radiant Heat Resistance of 850 F
- Easy to apply, won't lift off
- Moisture and solvent resistant
- Self-adhesive backing to peel off and stick
- Resists UV degradation for long-term performance

Reflect-A-Cool

12" x 12"	231-953	\$14.39
12" x 24"	231-952	25.99
24" x 24"	231-951	31.49
36" x 48"	231-950	87.99

Reflect-A-Gold

12" x 12"	231-956	\$24.99
12" x 24"	231-955	43.99
24" x 24"	231-954	82.99

Reflect-A-Gold Tape

1½" x 15"	231-957	\$43.89
1½" x 30"	231-958	77.89





Stainless Steel Exhaust by Tourist Trophy

Introducing the finest, most durable stainless steel exhaust system available for the MGA. The beautiful Tourist Trophy polished stainless steel exhaust system is custom made for the MGA 1500, 1600 and 1622 engines using the highest quality materials and workmanship. With a sporty exhaust note and a mirror polish that shines like chrome, Tourist Trophy's MGA Exhaust System provides a fantastic sound and a brilliant look to your favorite Roadster. Check out this set of features:

- 1.2 mm thick 304 Stainless Steel used for muffler shell, tips, and piping
- Muffler packing is a combination of stainless steel wool and fiberglass for a classic sportscar sound that is throaty under acceleration but never intrusive while cruising
- Stainless Steel used for inner core and perforated tubing
- Entire mid-pipe/muffler is completely polished to a mirror shine
- Muffler tip angled in away from the overrider
- Uses all the original hangers and supports
- 5 Year Limited Warranty (Details online at mossmotors.com)

1500, 1600, 1622

454-879 \$449.99



Stainless Steel U-Bolt Type Exhaust Clamps

These Stainless Steel U-Bolt type exhaust clamps are strong, durable, and best of all, will not rust.

1½"	412-200	\$8.49
1¾"	412-201	8.49
1⅞"	412-202	8.99
2"	412-203	8.99
2½"	412-204	9.99
2⅞"	412-205	10.49



Stainless Steel Band Type Exhaust Clamps

We now carry a full range of these band type stainless steel exhaust clamps.

1½" (1.457-1.575")	412-025	\$4.99
1⅞" (1.575-1.693")	412-026	4.99
1¾" (1.693-1.850")	412-027	6.99
1⅞" (1.850-2.008")	412-029	6.99
2" (2.008-2.165")	412-030	6.99



Performance Exhaust Header

These tubular exhaust headers are suitable for vintage racing or the sporting enthusiast. All headers are jig welded and designed for maximum performance. Hand fitting and port matching required, particularly for racing applications.

Performance Header

454-855 \$699.99



Twin Cam Stainless Steel Exhaust by Falcon

Constructed entirely of top quality stainless steel, this exhaust system made by Falcon is the ideal system for your car if you live where winter road conditions are harsh. Includes all pipes from the manifold flange back. Clamps and hangers not included.

Twin Cam

452-100 \$549.99



High Performance Manifold Gasket by Remflex

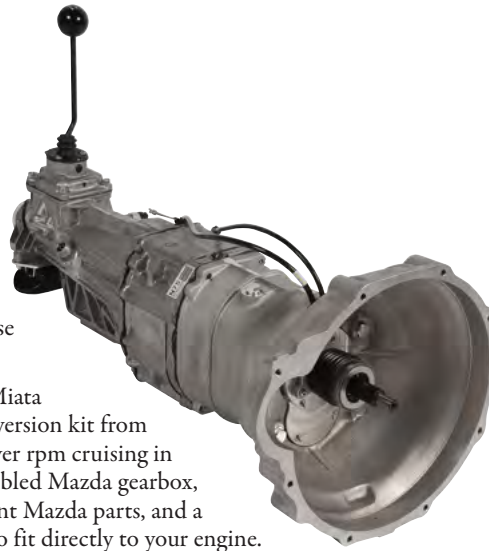
Add value to your classic car with a high-performance manifold gasket by Remflex. These gaskets work because they solve the two main problems associated with sealing an exhaust flange: warping and gasket failure. Made from 100% flexible graphite, these unique gaskets come in a standard ⅛" thickness and are designed to crush 50%, allowing them to fill gaps in the flange surface. They can

withstand temperatures up to 3,000 °F and will not burn out, shrink, or leak ever! These exhaust gaskets also rebound 30%, creating an optimum seal that eliminates the need to re-torque. With so many benefits, don't think twice before offering your classic car the advantage of a quality manifold gasket.

MGA

695-081 \$49.99

Vitesse



5-Speed Conversion by Vitesse

Amp up your driving experience with the Vitesse 5-Speed Conversion kit!

Built around a BRAND NEW Mazda MX-5 Miata gearbox, this tried-and-tested transmission conversion kit from Vitesse UK offers smooth gear changes and lower rpm cruising in 5th gear. Each kit comes with a new fully assembled Mazda gearbox, matching set of electrocoated original equipment Mazda parts, and a bespoke cast aluminum bell housing designed to fit directly to your engine. The custom shift lever, and included shift knob, retain the existing shifter position. Installation is straightforward, and includes a full set of installation instructions. With proper tools and some automotive competency, you should be able to fit a Vitesse gearbox! Give your classic the perfect cruising upgrade with a brand new 5-Speed Conversion kit by Vitesse!

Kit includes:

- Brand New 5 Speed Mazda Transmission & Clutch
- Custom Shift Lever and Shift Knob
- Concentric Slave Cylinder Assembly
- Braided Clutch Line w/ Remote Bleed
- Drive Shaft
- Pilot Bearing with Mazda OE needle roller bearing assembly
- Speedometer Drive Cable
- Gearbox Rear Mount Bracket Assembly and Isolator
- Complete UNF fittings kit
- Clutch Alignment Tool

Note: The gearbox is delivered dry and will require 2.1 qt SAE 75W-90 oil.

1500 (Low Mount Starter)	440-510	\$6,495.00	t
1500/1600/1622 (High Mount Starter)	440-511	6,495.00	t
Twin Cam/Deluxe	440-512	6,495.00	t
1800 MGB Conversion (5 main/4 sync)	440-515	6,495.00	t
1800 MGB Conversion (5 main/3 sync)	440-514	6,495.00	t
1800 MGB Conversion (3 main/3 sync)	440-513	6,495.00	t



Alloy Flywheel Assembly by Fidanza

Fidanza Performance lightweight aluminum flywheels are designed, engineered and manufactured right here in the USA. These flywheels have been CAD designed/engineered and precision CNC machined from top quality billet 6061 T6 aluminum to deliver optimum performance and reliability. All flywheels are balanced and thoroughly inspected for quality and fitment.

Fidanza aluminum flywheels deliver:

- Faster throttle response and quicker acceleration
- Additional horsepower to the wheels (reduced parasitic losses)
- Smoother, faster shifting
- Easier braking, better slowing (due to reduced rotational mass)
- Reduced clutch wear and improved efficiency (from better heat dissipation)
- Replaceable friction plate

Alloy Flywheel 460-673 \$474.99



Ram Pipe Kit

Upgrade your classic's performance with a high-quality ram pipe kit. The short ramp pipe kit is fitted with a screen making it ideal for a street application providing additional performance and an aggressive look under the hood. Sized specifically for SU carbs. Each kit is sold per carb.

1½" Ram Pipe Kit - H4, HS4, & HIF4 carbs 372-566 \$91.99



Ram Pipe Sets

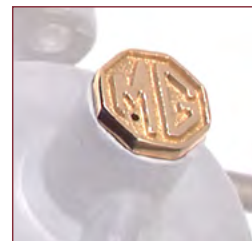
A racing tradition, now available in long (3") and short (1¼"). Set of two. Check with your salesperson if you are unsure which carburetor you have.

1½" SU Carbs

Long 372-410 \$79.99
Short 372-415 79.99

1¼" SU Carbs

Long 372-435 \$79.99
Short 372-445 79.99



MG Crested Carburetor Caps

Add unique distinction to your engine compartment with these solid brass caps. Your original damper rod must be reused and pressed into the new cap. SU carburetors only.

Dashpot Caps, pair 370-735 \$39.99



*See ordering page for details

⚠ WARNING: Cancer and Reproductive Harm. www.P65Warnings.ca.gov





1 3/4" SU Carb Set with Heatshield

Now supplied with installed heat shield for less than the price of individual components. Includes manifold and linkage.

1 3/4" Carb Set

366-418 \$2,899.00



New SU Carburetor Sets

Genuine SU carburetors are now being produced in the UK from a combination of new and original tooling. These brand new carburetors will improve the way your car looks and runs. Rebuilt carbs are nice, but after decades of use they'll never look or perform as well as new ones.

MGA 1500	370-778	\$2,849.00	
MGA 1600 & MkII	370-788	2,849.00	
MGA Twin Cam H6	370-798 ¹	2,199.00	

¹Special order only.



SU H-Type 'Superdry' Jet Bearing Kit

The seals used until now have consisted of two small and one large cork seal. There is some evidence which suggests that ethanol may degrade these. A new set of rubber seals and the required new jet bearings have been developed to fix this problem.

SU H-Type, sold individually	370-396	\$129.99
Superdry Seal Kit - Replacement	370-397	16.99



SU Solid State Fuel Pump

Solid State electric fuel pumps with modern, reliable electronics eliminate the use of contact breaker points. Now you can have a vintage looking SU fuel pump with peace of mind that only an electric fuel pump can offer. Plus, the characteristic ticking is retained.

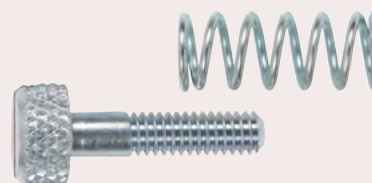
Negative Ground	377-225	\$399.99
Positive Ground	377-235	399.99



SU Competition Double Ended Fuel Pump

Double ended SU pumps have been standard equipment for years on Aston Martins, Bentleys and late model E-Types. Get twice the capacity of a standard type pump with the added confidence of knowing that these units will keep pumping, even if one side fails. Well suited for all high performance engines running SU carbs, as no pressure regulator is required. Will require fabrication of a bracket or use bracket below.

Std. Points Non Polarized	377-036	\$699.99
Solid State Neg. Ground	377-335	699.99
Bracket, 2 req	377-350	10.79
Sleeve, Bracket, 2 req	377-360	2.19



Knurled SU Idle Screw Kit

Fine-tune your idle without having to reach for a screwdriver. Made specifically for the SU carburetor, this upgrade is quick and easy.

Knurled SU Idle Screw Kit	372-835	\$18.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

PERFORMANCE


Lucas

Universal Fuel Pump Kit by Lucas

The Lucas universal fuel pump kit is an extremely quiet and reliable steel cased sealed unit with zinc plating. It includes attached filter, mounting bracket, push-on fuel pipe unions, two 3.4" lengths of fuel line, and hose clips. This dual polarity 12v electric fuel pump is a replacement for AUA66 and AUA25 (Positive and Negative Earth). Suitable for all single, twin, and triple carburetor installations. A fuel pressure regulator may be required dependent on application/usage.

Technical specs:

- E85/ethanol compatible
- 6.77" Long 2.13" Dia
- 5 amps Current Draw
- Inlet and outlets threaded 1/8" NPT
- 8.5 psi max output

Fuel Pump 377-186 \$119.99



Chrome Crested Filters

Enhance the appearance of your SUs. These filters install using stock hardware and gaskets. Sold individually.

MG Crested 1 1/2" SUs 223-290 \$64.99
SU Crested 1 1/2" SUs 223-295 64.99



Fuel Filter/Regulator

High quality universal fuel pressure regulator with integral filter comes with 1/4" and 1/8" fittings. Pressure adjustment is 3 psi to 9 psi. Pre-set to 3-3 1/2 psi for SU & ZS carbs. Made in Italy.

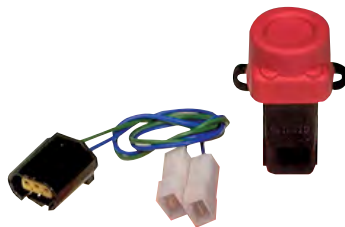
Fuel Filter/Regulator 377-435 \$149.99
Replacement Filter 377-436 17.49
Replacement Bowl Gasket 377-437 8.19



Facet Solid State Fuel Pump

Solid state electric fuel pumps can be used in conjunction with, or in place of, your original pump. Push or pull fuel from a discreet location under the car, through your original pump, or put it in line with a power switch and use it as a backup. Producing 1.5 to 3 psi, it is perfect for SU carburetors. Works on positive or negative ground cars.

Solid State Pump 377-420 \$109.99
Facet Filter 377-424 12.99



Inertia Fuel Pump Switch

The Inertia Switch will cut off power to the fuel pump instantly in a roll-over, or when the vehicle is impacted with sufficient force in any horizontal direction. Instructions included.

Inertia Switch 900-240 \$61.49



Premium Manifold Gasket

Moss Exclusive - U.S. Sourced Premium Manifold Gasket

- Pattern taken from original heads
- Ports sized for street modified heads
- Cleanly cut with no deformation
- Excellent crush characteristics for the best seal
- Aerospace quality tin plated steel faces
- High temperature fiber core
- Material rated for 1,832 F
- Manufactured domestically

Premium Manifold Gasket 297-535 \$9.79



Competition Manifold Gasket

Enlarged holes to match modified heads.

Comp. Manifold Gasket 297-545 \$10.79

PERTRONIX

Pertronix Ignition Coils

The Pertronix Ignition Coil isn't called the "Flame-Thrower" for nothing. Matched to the Pertronix Ignitor ignition and with a voltage of 40,000, this coil will deliver a smoother response and better fuel economy, along with enhanced power during acceleration.

Note: These coils require a push-in type coil wire.

Non-ballasted systems - Black	143-265	\$79.99
Non-ballasted systems - Chrome	143-266	84.99
End Clip for solid core wire	571-037	0.89
Boot for push-in wire end	571-047	1.69

Flame Thrower Electronic Distributors by Pertronix

A modern electronic ignition unit already installed in a brand new distributor body. Just swap out your worn out distributor and drop in the Flame Thrower. The drive dog is already installed. Two wire hookup to the coil makes wiring easy and the improved advance curve gives great performance and drivability. The vacuum advance is calibrated for use on carburetors that have ported vacuum, but in many cases will work well with manifold vacuum. The distributor is the 45D style.

4-Cylinder, Neg. Ground	143-116 ¹	\$359.99
4-Cylinder, Pos. Ground	143-125	379.99
4-Cyl. Repl. Cap	143-117	13.99
4-Cyl. Repl. Rotor	143-126	12.29
Repl. Module, Pos. Ground	143-127	156.99
Repl. Module, Neg. Ground	143-118	129.99

¹Not for use with solid core ignition wires.

Pertronix Ignitor Electronic Ignition

The Ignitor Electric Ignition is available in both Positive and Negative ground. The sensor is impervious to dirt, moisture and vibration. There are no external boxes to mount or points to set. And you can take comfort in the 30-month manufacturer's warranty.

Note: Not for use with solid core ignition wires. Locate Lucas model number stamped in housing by the vacuum advance.

25D Replacement Distributor

Negative Ground	222-405	\$161.99
Positive Ground	222-555	189.99

Lucas Model DM2

Negative Ground	222-605 ¹	\$199.99
Positive Ground	222-615 ¹	224.99

Mallory Dual Point

Negative Ground	143-181 ¹	\$229.99
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¹Not for use with solid core ignition wires.





Ignition Tune Up Kit

Get everything you need to tune-up your classic car with this high quality Ignition Tune-Up Kit! Put together for your convenience, this tune up kit saves your time and money, while boosting your engine's performance and efficiency. Upgrade with a standard kit or give your ignition a boost with a premium tune-up kit. Both of them have all the parts you need to check and replace while doing a tune-up.

The Standard kit includes:

- OE Style Distributor Cap
- Premium Rotor
- Points & Condenser (where applicable)
- Wire set
- Champion Spark Plugs

The Premium kit includes:

- Distributor Cap
- Premium Rotor
- Premium Points & Condenser (where applicable)
- Cobalt Performance Wire Set
- NGK Plugs

Standard Kit - Side Entry	225-940	\$104.99
Premium Kit - Top Entry	225-950	112.99



XR700 Electronic Ignition

Replace your troublesome points and condenser with this easily installed kit. FAST (formerly Crane) electronic ignition systems are famous for their reliability. Expect faster starts, cleaner running and better performance at all engine speeds.

For Lucas Points-type Distributors	222-680	\$199.99
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Optimized Distributors by CSI

CSI-Optimized Distributors offer a fully electronic ignition system built into the correct type of Lucas distributor housing to suit your car, keeping the original appearance in the engine bay. Gone are the points and condenser and mechanical advance mechanism, all replaced with a high quality electronic ignition system. These distributors are maintenance free (no points to adjust), and offer the benefits of, easier starting and smoother running, more torque and power, reduced fuel consumption and emissions.

Each CSI-Optimized Distributor features 16 easily switchable, optimized ignition curves to allow timing adjustment to suit your car's engine and fuel specifications. Alternative advance curves can be selected to suit your engine's state of tune, making them ideal for both stock and modified engines. Curves are easily selected using a screwdriver in a rotary switch, with a bright flashing LED indicator to show the selected curve all concealed underneath the distributor cap.

Since the CSI-Optimized Distributor uses the correct type of distributor body for the application it is a direct swap. Full instructions and ignition curve selection guidance is included. Requires a 3 ohm Coil such as our Intermotor Sport Coil (#143-201).

Note: Ballast resistor should be bypassed if fitted.

25D4 - Negative Earth	143-290	\$479.99
25D4 - Positive Earth	143-291	479.99



Race Distributor

This points-type distributor has an advance curve designed for use with long duration race cams. Centrifugal advance only, for the serious racer.

45D Race Distributor	143-165 ¹	\$239.99
Replacement Points	153-915	5.99
Replacement Rotor	151-855	4.49
Premium Rotor	151-865	16.49
Replacement Cap	151-875	14.89

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.

Intermotor



Sports Coil by Intermotor

Intermotor was the original manufacturer of the renowned Sports Coil. Extensive testing has proven the Intermotor Sports Coil to be exceedingly dependable. Allow the 40,000 volt output to provide you with reliable starting power and greater performance at higher rpms. Made in England.

Note: These coils require a push-in type coil wire.

Non-ballasted systems	143-201	\$44.99
Ballasted systems	117-264	44.99
End Clip for solid core wire	571-037	0.89
Boot for push-in wire end	571-047	1.69
Clamp - Chrome	143-255	16.99
Clamp - Stainless Steel	117-265	17.99
Clamp - Zinc Plated	143-256	9.99



Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

PERFORMANCE



Premium Ignition Rotors

The carbon content in the plastic of most ignition rotors today is too high and the plastic becomes a conductor. More than just robbing your engine of precious spark energy, in some cases the spark can be misdirected to the spring clip on the underside and presto! No more spark. Don't let your ignition rotor ruin your Sunday drive; replace yours with one that is manufactured correctly.

Orig. DM2 25D	151-805	\$15.99
45D Repl.	151-865	16.49



Bumblebee Ignition Wire

This type of competition wire was very popular with the BMC/BL Competitions Department from the 50s to the 70s. Dress up your engine bay with this distinct performance accessory. Sold per foot.

Bumblebee Ignition Wire	571-020	\$8.99
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COBALT
PRECISION AUTOMOTIVE

High Performance Plug Wire Sets by Cobalt

These wire sets are made to our specifications using the highest quality materials. These require that a plug-in distributor cap (#163-810) be used in place of the side entry cap.

- 8 mm Silicone Jacket resists high temperatures, fuel and oil
- Compact Silicone Boots with Locking Terminals
- Spiral Magnetic Core to suppress RFI/EMI Interference

Cobalt Wire Set	172-060	\$39.99
Plug-in Cap	163-810	11.49



Alternator Conversion Kit

If it is time to update your electrical system, our comprehensive kit with instructions makes it easy. Includes new alternator, mounting bracket and complete instructions.

A Dummy Voltage Regulator can be installed to retain original look. They appear exactly as the old regulators, but have had their internals removed then bridged with a 50 amp fuse. Extra fuse and instructions are included.

Alternator Conversion Kit	130-078	\$369.99
Dummy Voltage Regulator - Screw Terminal	142-004	99.99
Dummy Voltage Regulator - Lucar Spade Terminal	542-104	99.99



Smiths Voltmeter

Monitor your battery's condition with this 2" illuminated gauge. Easily wired into your car using the included instructions. Also includes bulb holder with bulb for illumination.

Voltmeter	360-975	\$109.99
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142-004



Moss Supercharger Alternator Conversion Kit

This kit has all the parts and instructions necessary to install an alternator to an MGA fitted with our supercharger kit. Includes extra drive belt.

Conversion Kit	130-088	\$359.99
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Dummy Voltage Regulator

Alternator conversions are great for power, but leave your engine looking less than authentic. Install a Dummy Voltage Regulator to retain that original look. These appear exactly as the old regulators, but have been bridged with a fuse after having their internals removed. Extra fuse and instructions are included.

Screw Terminal	142-004	\$99.99
Late Style Spade Terminal	142-054	99.99





Battery Cut-Off Switches

Simplify servicing and long term auto storage with this battery cut-off switch. A strategically placed remote switch deters theft. A negative post mount switch is quickly accessed.

Remote Switch - 1" shaft	145-770	\$64.99
Remote Switch - ½" shaft	145-771	59.99
Negative Post Mount	145-795	7.99



Racing Battery Switch

Primarily intended for competition use, this rugged switch can be used on any car. The removable key deters theft. Attached rubber cap keeps dirt and water out when the key is removed. Meets FIA requirements for motor sports.

Racing Battery Switch	145-785	\$29.99
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Battery Acid Neutralizing Mat

Made from a special acid absorbent material that also neutralizes acids. Cut with scissors to match the shape of any battery or tray.

Acid Mat	241-025	\$8.49
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High Torque Starter by WOSP Performance

Give your classic the high torque advantage! Whether you're having problems starting your engine or simply want an upgrade, our selection of high torque starter motors by WOSP might be what you're looking for. Manufactured in the UK, these gear reduction starters are powerful, lightweight, and built for performance. Offering increased torque, especially useful on high compression engines, these new, application specific starters are direct replacements built to the highest standards to withstand the rigors of all forms of motorsport. Quality and performance, WOSP starters have it all.

Features:

- All units are 100% brand new
- Based on the Denso conventional offset gear reduction design
- High power 1.0 kW and 1.4 kW Denso motors modified to suit each application and individual requirement
- Manufactured with the latest electronic testing equipment to check the performance of every product produced.

1500, 1600, 1622	140-364	\$319.99
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Hi Torque Starter

The highest quality all-new gear reduction starter conversion we have found. Get the performance edge, lighter weight and the torque to turn over high compression engines. Some modifications may be necessary to install. The front plate needs to be re-locked for use in the MGA low starter mount application. Instructions included.

Hi Torque Starter	541-545	\$299.99
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267-518 Complete Rear Spring Kit


Suspension Bushings

Replace short lived original rubber bushings with improved designs that offer greater longevity and more stable location. We offer a choice of bushing designs to tailor the handling and ride quality of your car.

V8 Lower A Arm Bushings

Steel reinforced rubber one piece bushings, originally used on the Factory MGB GT V8 cars. Upgrade from stock, but susceptible to corrosion and must be pressed into the A arms.

Black Polyurethane A Arm Bushings

These directly replace the original rubber bushings and give much better service and look original. Corrosion is not a problem and installation is straight forward.

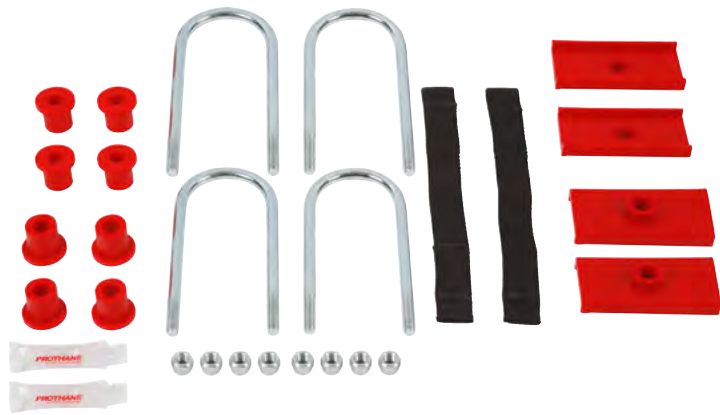
Nylatron Bushings

A tough Nylon compound that will handle heavier loading without deformation. Less compressible than Polyurethane. Some reaming and fitting may be required. Suitable for fast road use.

Improved Handling and Control

Upgrade front and rear suspension with high performance Prothane bushings and pads. These are harder than the original rubber and will transmit more road noise, but will better locate the suspension. Perfect for autocross or fast road use with upgraded tires. Front control arm and rear axle location are critical areas to upgrade, for improved handling under acceleration and braking. Supplied with Teflon grease. Suitable for road use.

1 set reqd.	280-498	\$7.69
8 reqd.	280-485	3.89
Shackle Bush 8 reqd.	267-545	15.49
Lower A Arm Inner Bush - Set of 8	281-400	36.99
Complete Rear Spring Kit Includes 267-514, 282-855, 281-600	267-518	\$71.99
Leaf Spring Front Eye Kit 1 kit reqd.	267-514	\$16.99
Leaf Spring Mounting Pad Set 1 kit reqd.	281-600	\$29.99
Leaf Spring Shackle Kit 2 kits reqd.	282-855	\$14.99



Upgraded Rear Spring Fitting Kit

Replacing the damaged rear leaf springs becomes easy with this new upgraded rear spring fitting kit. It has all the parts conveniently put together to help you upgrade your leaf springs. The rugged axle straps made from nylon-webbing are a substantial improvement over the rubber straps and offer some stretch properties while providing a tensile strength of over 4,500 pounds! The Prothane bushings and spring pads are designed to be long lasting and quiet, supplied with Teflon grease. These high performance components are much better than original rubber parts. Give your classic car only the best stuff with this premium quality kit!

The upgraded rear spring fitting kit includes:

- OE length Nylon axle check straps, pair
- Prothane shackle bushings
- Prothane spring pads
- 4 U-bolts
- 8 nuts

Upgraded Rear Spring Fitting Kit 225-993 \$127.99



Shock Absorber Link by Cobalt

Upgrade your suspension with this modern style shock link by Cobalt. Using a polymer-composite material for the body instead of steel, this Cobalt shock link is like modern OE production arms and takes advantage of the many advances in materials and technology that have occurred over the last several decades. Superior wear and appearance with better than OE performance. Upgrade your suspension for a great price! Sold individually.

MGA 267-641 \$28.99



Nylon Axle Straps

These rugged axle straps were engineered to last and are a substantial upgrade over the rubber straps currently on the market. Made from a nylon webbing, they offer some stretch properties, yet provide a tensile strength of over 4,500 lbs Sold in pairs. Metal tubes/sleeves should be reused on vehicles that originally required them.

MGA 267-611 \$39.99



Spring Pan Kits by Classic Gold

Typically, the two wishbone arms and spring pan are almost always replaced together, so the days of ordering multiple part numbers for the job are over! Most importantly, by buying this kit, you guarantee matching wishbone fitment. Throughout the process of developing these parts, our engineers discovered inconsistencies in size and fitment between OE and aftermarket parts. This kit ensures correct and consistent fitment between these components, which, in turn will increase performance and longevity of the part. In conjunction with the Spring Pan Kit by Classic Gold, we highly recommend the use of polyurethane bushings to match long life with performance.

Kit Sold Per Side 264-289 \$64.99



Rear Brake Kit

For your convenience we've grouped all the high quality parts you need for a complete rear brake job on a stock system.

The rear brake kit includes:

- 4 Brake shoes
- 4 Brake shoe steady springs
- 2 Brake shoe adjusters
- 2 Wheel cylinders
- 2 Boot and cup sets

Note: The hand brake boot kit comes with a spare cup style cylinder seal and dust ring. These are not used.

Rear Brake Kit 180-648 \$119.99



Brake Servo Kit

If your single-line brakes are working as they should but you'd like the pedal to require less foot pressure, install this servo manufactured to the highest standards. Includes detailed instructions for proper fitment of the servo.

Single Line Brake Servo Upgrade 117-312 \$185.99



Brake Caliper Paint System

Give your brake calipers a high gloss luster. The paint has an industry leading heat resistant capability of 900 F. Kits come complete with two component high tech paint system, one can of brake caliper cleaner, and application brush. Ground shipping only.

Red	216-800	\$109.99
Black	216-804	109.99



Stock Replacement Front Brake Kit

When your MGA needs a brake job, ordering one part number and getting everything you need at once makes the job so much simpler.

This kit includes:

- 2 x Front Brake Rotors
- 1 x Semi-Metallic Front Brake Pad Set
- 2 x Front Brake Pad Retainer
- 2 x Front Brake Pad Retainer Pin

Front Disc Brake Kit 182-355 \$94.99

Domed Master Cylinder Cover

If you've converted your MGA to disc brakes, you need more hydraulic brake fluid in your system.

This domed cover was originally fitted to 1600 and MkII models, so it will bolt right onto your master cylinder and easily allow you to run more fluid in your now high-performance system. Gasket not included, new cap available separately.

Domed Master Cylinder Cover	180-260	\$49.99
Metal Cap	180-211	14.99
Gasket	180-270	1.79



Brake Caliper Adapter Set

MGA 1500's with drum brakes can now upgrade to calipers using these bolt-on adaptor brackets. Made of light weight alloy, these brackets will also reduce unsprung weight, and allow a wider choice of brake pads for fast road or competition driving. Sold in sets of two with a choice of using MGA 1600 or MGB calipers.

MGB Caliper Adapter	180-522	\$319.99
1600 Caliper Adapter	180-523	279.99



CLASSIC GOLD
AUTHENTIC REPRODUCTION

Semi-Metallic Brake Pads by Classic Gold

- Shorter stopping distances
- Squeal-free
- Less dusting than organic pads
- Asbestos free composition
- Best value - priced right
- Anti-squeal compound bonded to brake pad backing plate

MGA 1600	182-217	\$23.99
MGA 1600 MkII, Twin Cam	10873SMT	32.99



CLASSIC GOLD
AUTHENTIC REPRODUCTION

Premium Ceramic Brake Pads by Classic Gold

- Withstands high braking temps
- Less fade
- Quicker recovery
- Ultra quiet braking
- Nearly dust free
- Wheels stay cleaner longer
- Anti-squeal compound bonded to brake pad backing plate

MGA 1600	182-212	\$36.99
MGA 1600 MkII, Twin Cam	10873CER	42.99



Improved Brake Calipers

This caliper is a modern revision of the OE caliper. The sealing surface of the piston is a satin chrome plate to optimize sealing and reduce sliding friction in the bore of the cylinder housing. The casting is zinc electroplated for a lasting finish.

Right	180-511	\$99.99
Left	180-521	99.99
Pair	180-519	184.99

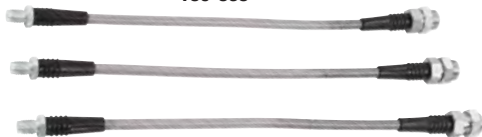
Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

PERFORMANCE



180-838



Stainless Steel Brake Hose Set by Cobalt

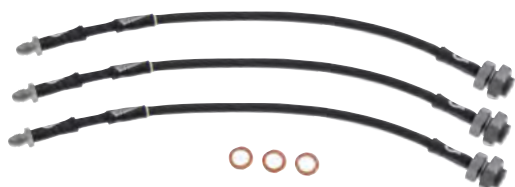
Cobalt stainless steel brake hoses provide a more direct and consistent brake feel. They won't expand like rubber hoses can. Order this complete set of long-lasting braided steel hoses for your next brake job. DOT approved.

1500	180-838	\$84.99
1600 & MKII	180-908	84.99

Rubber Brake Hoses by Cobalt

All brake hoses aren't equal. These hoses are a product of many R&D hours devoted to improving quality, safety and performance of these critical brake components. The rubber brake hoses by Cobalt go the extra yard by welding the metal joint end connections for strength and reliability. Other hoses simply press-fit their connections. We stand behind the Cobalt difference.

Front - 1500	180-832	\$14.99
Rear - All	180-832	14.99
Front - 1600 & MKII	180-893	13.99



Classic Black Stainless Steel Braided Brake Hose Set by Goodridge

Goodridge Classic black brake hose kits feature the finest quality hose, consisting of a PTFE inner with a stainless-steel outer braid. This eliminates the spongy feel under arduous conditions, giving greater brake operation as well as providing superior resistance to abrasion and corrosion. Every brake line made by Goodridge is 100% pressure tested and guaranteed to be leak free

and give an improved braking performance. They are also 100% TUV, DOT, ADR and ISO approved and can be used worldwide. Offering reliability, safety, and a brilliant look, buy this braided brake hose set today! Application specific.

1500 1955-59	182-216	\$84.99
1600 & MKII 1959-62	182-209	89.99
Twin Cam 1958-60	182-207	84.99



182-218

Braided Stainless Steel Teflon Brake Hose Set by Goodridge

These competition-inspired brake hose sets meet all DOT safety standards and are street legal in all 50 states. Complete set of three with retaining nuts and copper sealing washers.

MGA 1500	182-218	\$86.99
MGA 1600 & MKII	182-208	86.99



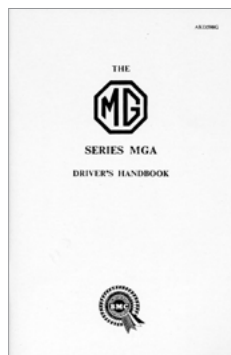


Original Technical Publication on Portable USB

Get access to the original Heritage publications you need to run and maintain your classic vehicle with these publications! Carefully reproduced from the extensive historical archives in both England and the USA, these technical publications include parts catalogues, service manuals and owner's literature. These are printable (Windows and Android), viewable through the USB or online access (single user license), bookmarked, and searchable with zoom features to see details.

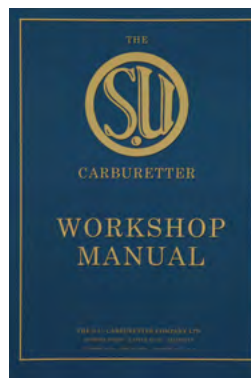
The Original Technical Publications (OTP) product is a portable and secure PDF document solution on a USB stick. With the data locked to the USB device rather than to specific computers, you can use it anywhere and offline too!

MG T Type and MGA 1923 to 1968	213-901	\$89.99
Master Collection: MG 1923 to 2005 (not 1100/1300),	213-908	319.99

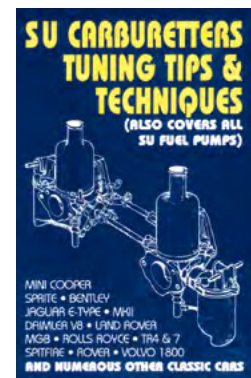


Owner's Manual Reprints

MGA 1500	210-800	\$26.99
MGA 1600	210-830	19.89
MGA 1600 MkII	210-820	26.99



SU Workshop Manual
211-305 \$59.99



SU Tips and Techniques
211-345 \$59.99

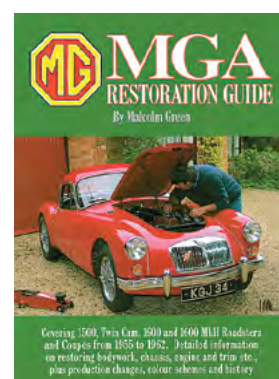


Factory Manual Reprints

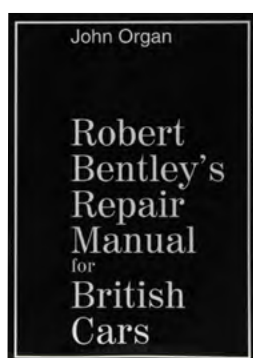
MGA 1500-1600	210-415	\$59.99
MGA Twin Cam	210-420	56.99



The Red Car
210-470 \$14.99



Restoration Guide
212-965 \$54.99



Bentley Repair Manual
213-785 \$69.99



MGA/MGB 1955-68
212-460 \$38.99



SU Rebuild DVD
211-036 \$39.99



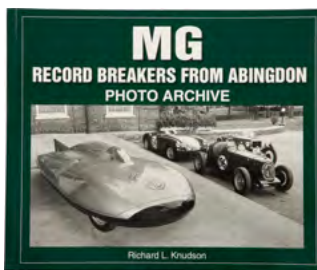
Engine Rebuild DVD
211-141 \$89.99



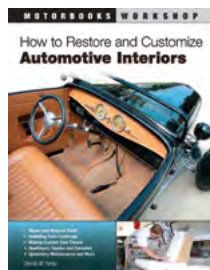
SEE NEW AND FEATURED BOOKS AT THE MOSS LIBRARY
MossMotors.com/Library



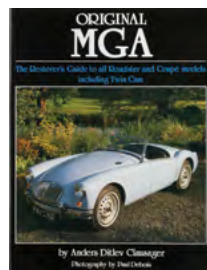
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B.



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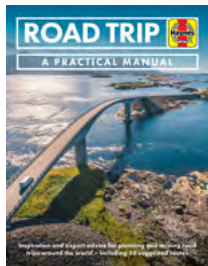
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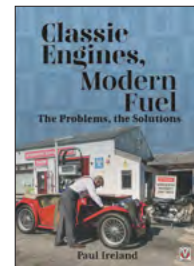
G.



H.



I.



J.

A. MGA The Revolutionary MG

Celebrate the revolution in the MG sports car design in this incredible book by David Knowles. Get to know how the MGA broke with the time-honored tradition of narrow-gutted, flat-sides, upright styling, with the distinctive large grille, exposed headlamps, separate wings and sharply cut-off tail that had serviced the majority of MG sports cars for over thirty years. Hardback, 336 pages.

MGA The Revolutionary MG 210-241 \$64.99

B. MG Record Breakers from Abingdon Photo Archive

MG established its reputation as a world-class sports car manufacturer by winning races and breaking class speed records. Own the first book to provide in-depth coverage on these record-breaking cars. Includes International Class Record Summary charts for the EX 120, EX 127, EX135, EX 179, and EX181 as well as driver summaries.

MG Record Breakers from Abingdon 210-245 \$29.99

C. How to Restore Automotive Interiors

Learn how to bring your car's interior back to life. With nearly 200 pages and 500 color photos, this step-by-step guide walks you through restoring seats, door panels, floor covering and headliners, as well as adding sound dampening and thermal insulation.

Interior Restoration Guide 213-865 \$31.99

D. Original MGA

Access all the information needed to learn how a properly restored MGA should look, and what parts it should have. Excellent photos and descriptions, with lists of production changes and other necessary information. 112 pages, 8 3/4" x 11 1/2".

Original MGA 211-386 \$49.99

E. Mechanical Ignition Handbook

Mechanically timed ignition is important to understand, diagnose and repair because it's one of the most likely things on an older car to die and leave you in the lurch. Author Rob Siegel explains how mechanical ignition works in detail. 150 pgs; Soft Bound; Color Images; 8" x 10".

Mechanical Ignition Handbook 215-110 \$46.99

F. The Complete Book of Classic MG Cars

Covering the marque's collectible production saloons and sports cars, from the 14/28 and 14/40 sports cars to the iconic postwar convertibles like the MGA and MGB, as well as the RV8, Ross Alkureishi shows why the MG cars with their cheeky spirit and successful racetrack exploits won the hearts of millions around the globe. 240 pages, hardback, 10.9" x 9.3".

The Complete Book of Classic MG Cars 210-365 \$49.99

G. Road Trip - A Practical Manual

This fascinating guide by Mike Breslin is sure to inspire readers to travel with confidence. Offering a wealth of insight from his experiences around the world, the author talks about everything from packing the right stuff, hiring cars, and doing the proper paperwork, to crossing borders and what to do in times of emergencies. 176 pages, hardback.

Road Trip - A Practical Manual 210-350 \$29.99

H. Rule Britannia

When British Sports Cars Saved a Nation, celebrates this compelling story with authoritative text from John Nikas and his team of dedicated researchers and contributors; historic imagery from archives maintained by marque clubs, manufacturers, and museums; and modern portraits artfully captured in a studio setting by Michael Furman, the world's most renowned automotive photographer. 300 pgs; Hard Bound; Color Images, 10" x 12".

Rule Britannia 215-105 \$89.00

I. BMC Competitions Department Secrets

The inside story of a legendary works, Competition Department is told by the three competition managers of the highly successful BMC/British Leyland race and rally teams based at Abingdon. This book reveals the inner workings of one of the most successful motorsport teams Britain has ever seen. 192 pgs; Soft Bound; 8" x 10".

BMC Competitions Department Secrets 210-250 \$39.99

J. Classic Engines, Modern Fuel - The Problems, the Solutions

Classic Engines, Modern Fuel is exceptional research written in the simplest way. It investigates how classic engines respond to modern petrol/gasoline, offers valuable insight on choosing the best brand and grade of modern petrol/gasoline for your car, and debunks some of the myths about petrol/gasoline and engines. 152 pages, paperback, 5.5" x 7.7".

Classic Engines, Modern Fuel - The Problems, the Solutions 210-360 \$24.99





RENOVO®

Renovo Soft Top Care

Clean, waterproof, and revive tired tops safely with water-based Renovo products. The best care you can give to your fabric or vinyl convertible top!

Fabric Top Dry Cleaner	220-260	\$16.99
Water & Stain Proofer, 1 L	220-265	29.99
Water & Stain Proofer, 500 mL	220-280	19.99
Vinyl Top Cleaner, 500 mL	220-285	15.99
Vinyl Top Protector, 500 mL	220-290	15.99
Black Fabric Top Reviver, 1 L	220-250	49.99
Black Fabric Top Reviver, 500 mL	220-270	29.99



Convertible Top Maintenance

The textured surface of a convertible top is challenging to keep clean and protected from the elements. The professional strength of Ragtop products extends the life of your top and keeps it looking new.

Top Cleaner	221-505	\$18.99
Fabric Protector	221-510	34.99
Vinyl Protector	221-515	23.99



Connolly Hide Care

This is the same famous "Hide Food," only the name has changed. Apply once a month to keep leather clean, soft and luxurious. Made in England.

Connolly Hide Care	220-210	\$29.99
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Novus Plastic Polish

Novus #1 polish is for light scratches and aging. The #2 polish is for restoring clarity by removing discoloration, haze, and fine scratches. The #3 polish removes heavy scratches and abrasions. Perfect for convertible top plastic windows.

#1 Clean & Shine	220-605	\$9.99
#2 Fine Scratch Remover	220-610	12.99
#3 Heavy Scratch Remover	220-615	14.99



Simichrome Metal Polish

Highly recommended polishing paste for brass, aluminum, and chrome. Leaves a super shine with a protective film for lasting brightness.

Simichrome	225-350	\$22.99
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Convertible Top Cleaning Brush

Natural horse hair brush is nonabrasive, naturally soft, durable, and exclusively designed to gently remove exterior debris from fabric and vinyl convertible tops.

Horse Hair Cleaning Brush	221-530	\$22.99
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Auto Dry Blade

This 11 1/2" water-wand swipes away surface water. The soft silicone contours to your vehicle's shape and glides over any paint surface without scratching the finish. Produces 15% less friction than terrycloth.

Auto Dry Blade	231-674	\$19.99
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Detailing Brush by Brush Hero

Say goodbye to grime, muck, and road dust with this detailing brush. Ideal for wheels and the exterior of your car, this original waterpowered car wheel brush meets and exceeds your car washing and surface detailing needs. Crafted from high quality injection molded plastic that doesn't corrode, this long-lasting tool is designed to rotate with continuous strength to provide a lanced rollout of power throughout the brush head. With its slow and steady spin, it offers maximum scrubbing power so not a single spot is missed. No batteries or electricity required, just attach it to your garden hose and you are good to go! Includes 2 brushes.

Detailing Brush	220-840	\$29.99
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Wire Wheel Brush

If your car has wire wheels, you need this brush! Shaped to get around the spokes without damaging your knuckles, this heavy-duty brush makes light work of cleaning your wire wheels.

Wire Wheel Brush	386-940	\$8.99
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Professional Car Duster

100% cotton dusting mop is treated with special wax to trap dust. Simply shake it out and it's ready to use again. 20" long. Comes with a protective carrying case.

Professional Duster	231-670	\$23.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

ACCESSORIES



SAE 90 GL4 Gear Oil by Dynolite

Our classic cars require special fluid and oil formulations, in particular, gear oil. Newer GL5 oils have too high of a sulfur content which erodes yellow metals such as bronze or brass, commonly used in British applications. Our cars require a GL4 type oil and this Dynolite Gear Oil is perfect for our classics.

SAE 90 GL4 - 1 Liter 225-306 \$14.99



Brake Fluids by Dynolite

Dynolite Brake Fluids prioritize quality and safety. DOT 4 is a premium polyethylene glycol blend with a minimum dry boiling point of 500 F, exceeding industry standards. It has excellent lubricity, a firm pedal feel, and works well with rubber parts. DOT 5 is a non-hygroscopic, non-corrosive silicone brake fluid, making it ideal for historic vehicles. It maintains a boiling point of 500 F throughout its life and has an operating range of -58 to 500 F. DOT 5 does not mix with glycol fluids, so it is best to convert during a total brake system overhaul.

DOT 4 - 500 mL 220-403 \$9.99
DOT 5 - 1 L 220-413 34.99

Supercool by Dynolite

Get better cooling system performance with specially formulated Supercool coolant additive.

- Improves heat transfer properties of your coolant
- Suitable for cast iron, aluminum, copper-brass and bronze cooling systems
- Formulated with a corrosion inhibitor
- Compatible with all water base coolants

Supercool 220-117 \$15.99



Shock Absorber Oil by Dynolite

Replace the original dirty and degraded fluid with Dynolite Shock Fluid. It is custom formulated specifically for single or double action shock absorbers, in particular Armstrong type lever shock absorbers. Our special formula fluid is fully compatible with original shock fluid and incorporates an anti-foaming agent which maintains damping power even under tough driving conditions. It also repels water and condensation, and prevents corrosion, making it essential for your classic car!

1 Liter 220-306 \$22.99



"Ultra Slick" Engine Assembly Lube

Use "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves and guides, and rocker shaft assemblies.

Assembly Lube 221-565 \$13.99



Corrodeal Rust Converter

Rust. Is there a more deplorable four-letter word? Corrodeal is the best way to deal with rust because it is less expensive, less time consuming, and is more environment friendly than sandblasting. Corrodeal Rust Converter chemically alters rust (iron oxide) into magnetite, a stable substance, while priming the surface with a high-quality latex metal primer at the same time. Corrodeal truly provides one-step corrosion control.

- Water-based rust converter with high-quality latex metal primer
- Non-flammable
- Non-corrosive
- Easy to apply (brush, roll, or spray)
- Easy to clean-up with soap and water

Corrodeal Rust Converter 232-205 \$64.99



Dynolite Fuel Additives

Dynolite Valve Guard is a high performance, three-in-one formula that combines an efficient octane improver with ethanol corrosion protection and a lead substitute.

Features:

- Prevents valve recession
- Combats adverse effects of ethanol
- Cleans and maintains the fuel system
- Carburettor anti-icing protection
- Add up to 4 octane to unleaded fuel (at maximum over treatment)
- Reduces detonation/engine knock (pinking or pinging)
- Suitable for vehicles requiring leaded or high octane fuel

Dynolite Lead Substitute is a lead replacement fuel additive formulated to protect against valve seat recession under all driving conditions whilst keeping the fuel system clean and protected against corrosive effects of ethanol fuels (E5 & E10).

Valve Guard, 3 in 1 fuel treatment, 250 mL 220-367 \$14.99
Lead Substitute, 250 mL 220-391 12.99



Copaslip Anti-Seize Compound

This anti-seize is highly recommended for wire-wheel splines and knockoff threads. The Molybdenum formulation reduces galling and corrosion to improve the life of wire wheels and hubs. Wheel and hub surfaces should be cleaned and re-lubricated at least once per year as part of a regular maintenance program.

3.5 oz Tube 221-406 \$24.99
250 g (8.8 oz) Jar 221-410 37.99





Fuel Tank Restoration

Step 1: Cleaner

We recommend using this bio-degradable cleaner in conjunction with the etching liquid when planning to seal a fuel tank. 1 gal.

Step 2: Etcher

Use this bio-degradable etcher as a prep to our sealing compound to give maximum adhesion to the sealer. Our tank cleaner should be used first to remove oils or grime. 16 fl oz.

Step 3: Sealing

This sealing compound fluid puts a protective film on the entire inside surface of your fuel tank to prevent rust and eventual fuel line blockage. Tanks should be cleaned with #220-620, then etched with #220-630.

Cleaner	220-620	\$52.99
Etcher	220-630	24.99
Sealing	220-450	56.99



Classic Color Spray Paints

These ozone friendly paints come in 12 oz aerosol cans. Bare metal must be primed to achieve satisfactory results. Ground shipping only.

Dark Red Engine Paint	220-540	\$29.99
Engine Primer	220-576	19.99
Silver-Grey Wheel Paint	220-560	29.99
Black Wrinkle-Finish Paint	220-570	19.99

Transmission Oil

Improve copper-corrosion protection and prolong the life of brass and bronze synchro rings, bushes, and thrust washers. Effective in all manual transmissions.

Trans. Oil (non-OD trans.)	220-145	\$38.99
Trans. Oil (OD trans.)	220-122	38.99



ZDDPlus Engine Oil Additive

After 70+ years of trouble-free, metal to metal engine protection, the E.P.A. is forcing ZDDP (Zinc Dialkyl Dithio Phosphate = Zinc and Phosphorus) out of domestic motor oil. If your engine was designed prior to the 1990s, your non-roller lifters require ZDDP in your motor oil to avoid premature deterioration. Don't let your lifters run metal-to-metal. Add the 4 fluid ounce contents of this ZDDPlus bottle at every 4 to 5 quart oil change. Not for use with catalytic converters.

ZDDPlus, each	220-805	\$16.99
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ZDDP ZPaste Camshaft and Lifter Assembly Lube

ZPaste Camshaft & Lifter Assembly Lube is specifically intended for the special break-in requirements of flat-tappet engines. ZPaste is a proprietary formulation of Zinc Dialkyl DithioPhosphate (ZDDP) types with a Molybdenum Disulfide (MoS2) additive in a new formulation Calcium Sulfonate base. It's extreme adhesion allows it to remain in place on critical engine parts for long periods of time. ZPaste is designed to be used along with ZDDPlus for initial engine break-in. Single use packets are enough paste for a single camshaft installation, paste is designed for use on cam lobes and tappets only.

Single Use, 1 Camshaft	220-806	\$24.99
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Brake Lube

This grease aids in the assembly of natural and/or synthetic rubber components.

Brake Lube, 5 g	220-443	\$3.49
Brake Lube, 500 g	220-444	23.99



HYLOMAR®

Hylomar Sealants and Assembly Adhesives

Hylomar Limited manufactures a wide range of high-performance sealants and adhesives used by some of the leading OEMs in the world. Hylomar products are also widely used and respected in the automotive, aerospace, and industrial aftermarkets.

Hylomar M was originally the Racing Formulation. It is acetone-based, stiffens slightly over time and can be used in place of a gasket between finely machined surfaces. This product comes in a tube and an aerosol.

Hylomar Advanced Formulation (AF) is solvent-free, won't harden and is perfect for use with gaskets on parts that need to be removed regularly for service. AF fills imperfections on mating surfaces, thus forming a seal.

Hylolyte RED is a semi-hardening gasket and jointing compound offering improved gap-filling capabilities. The product is resistant to a wide range of fluids, especially water (including salt water and steam), anti-freeze, and synthetic oils. It forms an instant seal, has a heat-activated curing system and is methylene chloride free.

Hylomar Cleaner removes used Hylomar gasket and jointing compound from disassembled joints. The unique mix of solvents also make it perfect for cleaning and degreasing surfaces prior to use with any of Hylomar's range of adhesives and sealants. It is also very effective at removing uncured anaerobic adhesives, uncured silicone, and uncured epoxy products.

Hylomar M - 80 ml Tube	232-220	\$24.99
Hylomar M - 200 ml Aerosol	232-225	39.99
Hylomar AF - 85 g Tube	232-215	34.99
Hylolyte RED - 40 ml Tube	232-231	16.99
Hylomar Cleaner - 400 ml Aerosol	232-240	18.99



**MORE
INFO
ONLINE**



Water and Gas Don't Mix

If you use modern gas that has Ethanol blended in, and you don't drive your classic very often, the ethanol attracts water in your vented tank which in turn forms rust and sludge, impairing performance. We've got three products to help:

Prevent with PEP Fuel Treatment

PEP fuel treatment is a fuel preservative formulated with antioxidants and de-gumming agents to help fight sludge, resin deposits, and gum from forming in your fuel tank. Modern ethanol-blended gasoline has a shelf life of 30-45 days in a vented tank, PEP fuel treatment increases that to 60 days. PEP fuel treatment should be mixed with the fuel every time you buy gas. Keep a bottle handy in your trunk. An 8 oz bottle treats 80 gallons. If you are storing your vehicle with gasoline in the tank, use 1 oz for every five gallons.

Test with Water Probe Indicator

Using a dip stick that will pass all the way to the bottom of your fuel tank, apply the Indicator to the very tip of the dip stick. Water collects at the very bottom of your tank. The Indicator will turn red to show the exact level of water in your tank.

Emulsify with E-Zorb Treatment

E-Zorb emulsifies the water you've found in the bottom of your fuel tank, and mixes the water and ethanol back into the fuel. The water will pass with the gasoline through your filter and into your engine, finally leaving as steam. E-Zorb should be mixed in the ratio 1 ounce to 20 gallons of gasoline, so one pint bottle of E-Zorb will treat 320 gallons. It will be necessary to agitate the fuel treatment in your tank by rocking your car from side to side and up and down.

PEP Fuel Treatment	220-361	\$13.99
Water Probe Indicator	220-362	12.99
E-Zorb Fuel Treatment	220-355	33.99

Carb Dashpot Oil by Dynolite

Give your dampers and pistons longer life with Dynolite Carb Dashpot Oil. Formulated for SU and Zenith Stromberg Carburetors, this synthetic SAE 20 grade oil contains anti-corrosion and anti-wear additives that provide superior cold and hot temperature performance as well as lubrication.

125 ML	220-226	\$9.99
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WaterWetter

This wetting agent helps the coolant "bond" to metal surfaces, and increases heat transfer. Highly recommended for all climates.

WaterWetter	220-115	\$24.99
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Spray Adhesive

Our contact adhesive has a very high heat resistance and bonds firmly to insulation and sound-deadening material, carpet, headliners and many automotive surfaces. Great advantage of this spray is that it goes on as a web rather than a stream for a more complete and consistent coverage. 12 fl oz.

Spray Adhesive	409-037	\$28.99
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SU Jet Wrench

Mixture adjustments on SU H and HS carburetors are much easier with the proper tool. 5/16" W (0.600" nut) fits original carbs. 17 mm (0.669" nut) fits new upgraded carbs.

(A) 5/16" W Wrench	386-400	\$4.39
(B) 17 mm Wrench	386-401	7.99



SU Carburetor Piloted Throttle Shaft Bush Reamer

This special reamer is designed to open up worn 5/16" throttle shaft bushings to accept 0.010" oversize throttle shafts. For SU carburetors only.

Reamer	386-385	\$369.99
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Stor-N-Start

Stor-N-Start is an additive that prevents deposits from forming in fuel lines and carburetors.

Stor-N-Start	220-375	\$10.49
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**MORE
INFO
ONLINE**

Collector's Choice Engine Oil

Collector's Choice engine oil is a must for your classic engine. Contains higher zinc and phosphorus levels to help prevent premature camshaft lobe wear, additives to help prevent seals from becoming hard and leaking from infrequent use, and antioxidants to combat the effects of humidity changes during storage that can lead to moisture and even rust in an engine. 12 quarts in a case. *Not for use with catalytic converters.*

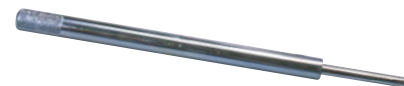
20W-50, quart	220-815	\$12.99
20W-50, case of 12	220-810	146.99



SU Tool Kit

An assortment of handy tools for the home mechanic. Instructions included. Suitable for all cars with SU carbs. Includes jet wrench (#386-400).

SU Tool Kit	386-300	\$23.99
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SU Jet Centering Tool

Jet centering is critical on older fixed needle SU carbs. This simple tool makes it a snap!

Centering Tool	386-500	\$39.99
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MXS 5.0 Battery Charger by CTEK

Get unrivalled charging performance for batteries from 1.2 to 110Ah with the advanced microprocessor controlled MXS 5.0 battery charger. With built-in automatic temperature compensation, it ensures the best charging performance, even in the most extreme conditions. The MXS 5.0 also includes battery diagnosis to establish whether your battery can receive and retain a charge, a patented automatic desulphation program, an AGM (Absorbent Glass Mat) option which maximizes the performance life of most Stop/Start batteries found in modern cars (cars that turn-off when stopped to reduce emissions), and a special mode for reconditioning deeply discharged batteries. The MXS 5.0 includes CTEK's patented float/pulse system, which is certainly the most efficient mode when a battery is connected for long periods.

Features & Technical Info:

- Input 110-120VAC, 50-60Hz, 0.6A max
- Output 14.4V/14.7V/15.8V, 4.3A max
- Fully automatic 'connect and forget' 8 step 12V charging cycle
- Battery types: All types of lead-acid batteries, 12V, WET, MF, Ca/Ca, AGM, GEL
- Insulation: IP65 (splash and dust proof)
- Patented float/pulse maintenance for batteries up to 160Ah
- 5 Year Limited Manufacturer Warranty

New Feature offered with the MXS 5.0 Charger:

- Built in charge voltage temperature compensation according to ambient temperature

MXS 5.0 Battery Charge 386-296 \$124.99

Accessories

Silicone Bumper Cover	386-292	\$11.49
Mounting Bracket	386-293	11.49
Comfort Connect Cable	386-294	7.89
8.2 ft Extension Cable	386-295	12.99



MUS 4.3 Battery Test & Charge by CTEK

The MUS 4.3 Test and Charge combines a microprocessor-controlled battery charger with a battery and alternator test function to provide the ultimate in battery testing, charging, and maintenance.

Testing - Three easy to use programs test battery voltage, starting power, and alternator performance to provide a complete picture of battery and vehicle charging system health.

Charging - This charger solves a broad range of battery problems. Its features include a patented automatic desulphation program and a special reconditioning function that can revive deeply discharged and stratified batteries. The patented Float/Pulse maintenance setting makes this charger ideal for long-term battery maintenance.

Features & Technical Info:

- Input 110-120VAC, 50-60Hz, 0.6A max
- Output 14.4V/14.7V/15.8V, 4.3A max
- Fully automatic 'connect and forget' 8 step 12V charging cycle
- 3 voltage test programs
- Battery types: All types of lead-acid batteries, 12V, WET, MF, Ca/Ca, AGM, GEL
- Insulation: IP65 (splash and dust proof)
- Patented float/pulse maintenance for batteries up to 160Ah
- 5 Year Limited Manufacturer Warranty

MUS 4.3 Battery Test & Charge 386-290 \$149.99

Accessories

Silicone Bumper Cover	386-292	\$11.49
Mounting Bracket	386-293	11.49
Comfort Connect Cable	386-294	7.89
8.2 ft Extension Cable	386-295	12.99

Battery Filler

Correct topping up of your battery is ensured with this vintage style battery filler. Simply insert the nozzle into the battery and press down onto the separators. The valve opens and automatically fills the battery cell to the correct level.



Vintage Battery Filler 163-400 \$8.99



GB40 Lithium Jump Starter by NOCO

This portable lithium-ion battery jump starter pack delivers 1,000 amps (7,000 Joules3S) to jump-start a dead battery in seconds! It features patented safety technology that provides spark-proof connections and reverse polarity protection making it safe and easy for anyone to use. It's a powerful battery booster that doubles as a portable power bank for recharging USB devices, like a smartphone.

Features:

- A lithium battery jump starter rated at 1,000 Amps (7,000 J3S)
- Spark-proof connections and reverse polarity protection
- Recharges USB devices, like smartphones, tablets, and more
- 100 lumen LED flashlight with multiple modes, including SOS
- Jump starts gas engines up to 6 liters, and diesel up to 3 liters
- Provides up to 20 jump starts on a single charge

GB40 Lithium Jump Starter 386-420 \$124.99



On-Board Battery Charger

Every sports car owner who only uses their car part of the year needs one of these, because deep discharge appreciably shortens battery life.

- Attaches permanently to battery tray or fender well
- Molded plastic sealed-case is resistant to water, gasoline, oil, solvents, and acids
- Charges and maintains 12 volt batteries
- Totally automatic. If the battery drops 1 volt, the charger switches on, and when fully charged it switches itself off
- Operates from any regular 110 volt outlet
- Dimensions: 5½" x 3½" x 1½"
- Mounting hardware included

Battery Charger 386-245 \$94.99

Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

ACCESSORIES



384-810

MG Tool Roll & Tools

Keep your tool set organized and prepared for those unforeseen roadside repairs with the MG Tool Roll and Tool Set. Made of durable canvas, it has a carefully tailored finish, and sports an embroidered MG logo on the front. Store your roadside tools in perfect order with this 15 pocket canvas-roll. A practical buy, keep this handy accessory in your British car wherever you go!

Specially selected for MG, this tool set includes:

- 7" combination pliers
- Spanners: $\frac{3}{4}$ ", $\frac{1}{16}$ ", $\frac{5}{8}$ ", $\frac{1}{16}$ ", $\frac{1}{2}$ ", $\frac{7}{16}$ "
- Screwdrivers: Posidrive and Slotted
- Spark plug wrench and brush
- Adjustable wrench
- Feeler Gauge Set
- Circuit tester
- Tire Gauge

MG Tool Roll & Tools	384-810	\$159.99
MG Tool Roll	384-811	29.99



384-805

8-Piece Wrench Sets

These quality Whitworth and Standard wrench sets were manufactured from a satin finished chrome vanadium and feature a traditional oiled leather tool roll.

Whitworth Set sizes:

$\frac{1}{8}$ "w, $\frac{3}{16}$ "w, $\frac{1}{4}$ "w, $\frac{5}{16}$ "w, $\frac{3}{8}$ "w, $\frac{7}{16}$ "w, $\frac{1}{2}$ "w, $\frac{9}{16}$ "w

Standard Set Sizes:

$\frac{1}{4}$ ", $\frac{3}{16}$ ", $\frac{3}{8}$ ", $\frac{7}{16}$ ", $\frac{1}{2}$ ", $\frac{9}{16}$ ", $\frac{11}{16}$ ", $\frac{3}{4}$ "

Whitworth Wrench Set	384-800	\$99.99
Standard Wrench Set	384-805	59.99


**KING
DICK
TOOLS**


Phillips/Pozidriv All-In-One Screw Driver Set by King Dick

Our revolutionary all-in-one screwdriver set features a patented tip design optimized for both Phillips head and Pozidriv patterns. All four screwdrivers are made from hardened and plated high-grade steel, and have soft-feel grips for comfort and control. Take the guesswork out of your British car tasks and save yourself the frustration of stripped screw heads. All four screwdrivers work with PH1-2-3 or PZ1-2-3 and vary only in length.

Phillips/Pozidriv 384-850 \$72.99



384-865

Whitworth Drive Sets

Made from high-quality forged materials, King Dick drive sets make for a perfect addition to the tool cabinet of any classic car enthusiast. The drive sets use precision drop forging methods to ensure uniformed steel structure. The sockets are broached to size using exceptional accuracy, then ground and polished before being heat treated for consistent and reliable strength that you can count on! The drive sets are then polished again and stamped for the final touch. The nickel chrome plating ensures maximum resistance to corrosion that also serves to enhance the appearance of the drive set. Check our website for details of each kit.

$\frac{1}{2}$ " - 8 PC	384-860	\$174.99
$\frac{1}{2}$ " - 19 PC	384-865	429.99
$\frac{3}{8}$ " - 9 PC	384-870	176.99



Ignition Wrench Set

High quality ignition wrench set by King Dick. Sizes 0 to 10 BA will handle most fasteners smaller than $\frac{1}{4}$ " on the car.

Wrench Set 385-000 \$86.99

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eNEWS
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Carburetor Synchronizer

Synchronize airflow between multiple carburetors with this indispensable tool for the serious home mechanic.

Carb Synchronizer 386-200 \$39.99



Carburetor Air Flow Meter

An Airflow Meter allows you to quickly tune your engine's carburetion. These precision instruments are designed to measure the airflow directly on the air intake of the carburetor and can be used at low and high rpm on down draft and side draft engines. The sensitivity and accuracy of the Airflow Meter is much greater than any other type of synchro tool or gauge. And the range of indication is very broad on the lower end of the scale to ensure precise adjustment at idle rpm. While a single instrument is sufficient, the use of one per carburetor is advantageous. The airflow of each carburetor can be constantly observed until the tune-up is completed. Made in Germany the BK Model is supplied with an adapter that is ideal for all ram pipes and intake bores of 1¼" to 2¼" (32 to 55 mm diameter) and provides an easy-to-read indication from 1 to 30 g/h.

Carburetor Air Flow Meter 375-324 \$99.99



Brake Caliper Piston and Seal Tool

The right tool for the job makes life much easier. Duplicating the functions of the factory tool 18G590, this allows easier installation of brake caliper pistons, seals, and seal retainers.

Brake Caliper Tool 386-280 \$69.99



Gunson's Colortune

A glass topped spark plug allows you to see the color of combustion in your cylinders. Comes with special glass topped spark plug, viewing system for difficult plug locations and complete tuning procedure with trouble shooting guide.

Gunson's Colortune 386-210 \$109.99

Brake Spring Tool

Make an easy work of installing or removing the brake anti-rattle springs with this quality brake spring tool. The ¾" wide nose end is inserted into the beehive springs. Square holes at ends of the handle are used on the square shank adjuster screws, either ¼" or ⅜".

Brake Spring Tool 384-980 \$23.99



Clikadjust Valve Adjuster

Adjusting tappets has never been easier. Replace the clumsy screwdriver/wrench combination with a single easy-to-use tool. This British tool takes much of the effort out of this necessary job. Turn the handle, click, and tighten. Your clearance is set! Requires a ½" drive socket to fit tappet adjustment nut.

Clikadjust 386-205 \$139.99



Panel Hole Locator Tool

Take the guesswork out of installing new panels with this handy panel hole locator. Easily use this tool to transfer existing holes in the sheet metal to upholstery panels.

Panel Hole Locator Tool 384-975 \$29.99



Quick Fix Tape by DEI

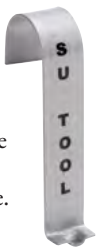
With multiple applications, this high performance Quick Fix Tape is ideal for emergency hose repair, electrical splices and connections; serves as a temporary leak sealer and non-slip grip surface for tools; and does not leave a sticky residue after removal. Extruded from a special high-performance grade silicone compound, this self-curing tape bonds to itself and forms a waterproof permanent seal. Engineered at 700 psi tensile strength, Quick Fix Tape has insulating capabilities up to 8,000 volts and stretches to three times its length for a simple stretch-and-wrap application. The triangular profile of the tape (the center is thicker than the edges) provides a smooth edge when overlapping. Sold in 1" wide x 12' long rolls.

Quick Fix Tape 231-945 \$16.39

Lift Pin Tool

This useful tool raises and holds the lift pin on SU carburetors, making air or fuel adjustments easy and safe.

SU Carburetors 384-976 \$26.99



Rear Axle Hub Nut Socket

Special 8-sided 1¼" socket for the rear axle hub nut. This invaluable tool is a modern and affordable replacement for the expensive and hard to find Churchill tool.

Requires ¾" drive 384-905 \$44.99



Lift-the-Dot Hand Punch

For professional installers, but this tool would make a fine car club tool box addition. Punches center hole and prong holes for installation of Lift-the-Dot fasteners to make installation of tops and tonneau-covers a cinch.

Lift-the-Dot Hand Punch 226-105 \$89.99



Clutch Alignment Tool

Accurately aligns your clutch disc for easy engine/transmission assembly.

1500-1600 387-250 \$3.99
1600 Mk II 387-210 3.99



Wire Harness Repair Kit

Fast, Secure Connections Made Easy.

Our wiring harness repair kit makes fast, secure wiring connections a snap. Just crimp a bullet to each wire end using the included bullet crimping tool, push bullet ends into the connector sleeve and snap firmly into place with the closing tool for a permanent repair.

The high quality, bullet crimping tool ratchets closed to put a secure hexagonal crimp in bullets. The closing tool presses bullets firmly into both single- and two-wire connectors.

Repair Kit with Tools	161-751	\$249.99
Repair Kit without Tools	161-752	54.99
Bullet Crimp Tool	161-759	139.99
Bullet Closing Tool	161-761	54.99



Tube Bender

Bend fuel and brake lines exactly where you need them to go. This Tube Bender works great for brass, copper, steel and aluminum tubes of the following diameters: $\frac{3}{16}$ ", $\frac{1}{4}$ ", $\frac{5}{16}$ " and $\frac{3}{8}$ ".

Tube Bender	385-905	\$24.99
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Grease Cap Puller for Wire Wheel Hubs

A clever solution to a difficult task, thread this puller onto a grease cap, put a screwdriver through the hole and simply pull it out. Saves time and frustration. For use on wire wheel grease caps with threaded stud.

Grease Cap Puller	384-935	\$44.99
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Ball Joint Puller and Separator

These heavy-duty forged tools are the easiest way to split ball and taper joints, such as track rod ends from steering arms.

Puller	386-025	\$54.99
Separator, Scissors Type	386-026	85.99



Scissor Type Ball Joint Separator

This scissor type ball joint separator has a 19 mm jaw capacity and a chemically blackened forged-steel body with thrust bolt.

Scissor Type Ball Joint Separator	386-027	\$34.99
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Eezibleed Kit

Kit contains a pressure vessel to hold new fluid, a pipe with interchangeable caps to fit many hydraulic master cylinders, and an air hose to connect to a tire. Instructions included.

Eezibleed Kit	386-860	\$79.99
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One-Man Brake Bleeder

While we obviously advocate for the many stainless steel braking system components available today, they're still no substitute for proper maintenance and fluid renewal. We recommend flushing your vehicle's brake fluid every year. With this kit the hassle factor is no longer a valid excuse.

One-Person Bleeder	37-0104	\$15.69
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Snap Installation Tool

Install button snaps easily and without damage.

Snap Tool	386-980	\$4.99
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Bezel Remover Tool Set

The round bezels on most Lucas Switches have two slots, and nobody has the special tool you need to take them off. Using a screwdriver results in a scratched dash and colorful language. These tools have two teeth for the slots in the bezels and are made from hard steel so the teeth will last; critical for this application so you don't mar your bezels. The set includes tools for $\frac{3}{4}$ " diameter and 1" diameter bezel nuts.

Warning Lights Bezels	384-960	\$37.99
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Mityvac

This popular vacuum/pressure pump is perfect for bleeding hydraulic systems. Includes: vacuum/pressure pump, vacuum gauge, $\frac{1}{4}$ " tubing, automotive and brake bleeding adapter packages, reservoir jar, and a manual with detailed instructions and ideas for additional uses.

Mityvac	386-215	\$89.99
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X-Treme Quick Fix Tape

X-Treme tape was developed for the military. Once wrapped around an object, the silicone based tape forms a non-conductive, air/watertight, insulating seal that remains flexible within a range of -60 F to 500 F and has a tensile strength of 600 psi. The tape can be repositioned within two minutes of wrapping and will start to bond immediately upon application. Black roll is 1" wide and 10' long (stretches to 3 times its length).

X-Treme Quick Fix Tape	221-590	\$8.99
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The Auto Dolly - 8" x 16" Standard Duty

Maneuvering your car is easy with these wide heavy duty rollers. When used as a set, they are able to manage a 6,000 lb capacity.

Standard Duty Dolly 900-163 \$214.99



Roll Around Engine Stand

This stand makes storing and moving that spare engine assembly easy. Disassembles for storage between engine builds. Engine not included.

Engine Stand 384-915 \$164.99



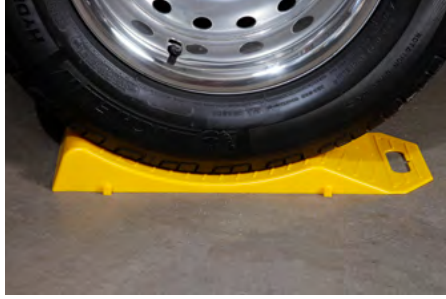
Low Rise Car Ramps

Getting a low rise car ramp is the best solution to lift your car enough to easily place a trolley jack underneath. Also, these durable ramps can be used when you want to store your car raised sufficiently to prevent the build-up of moisture under the tires. With multiple uses, these high-quality low-rise car ramps are a practical necessity for both lowered cars and trailers as well.

Capacity: 11,000 lbs per pair

Size: 27½" (l) x 7½" (w) x 2¾" (h) with 3" end stop

Low Rise Car Ramps - pair 225-650 \$94.99



Tire Flat Spot Protectors

Flat Spot Protectors are essential for any owner looking to protect the lifespan and performance of their tires. Designed to increase the tire contact area and spread vehicle load, flat spot protectors minimize stress exerted on the tire, preventing sidewall cracks and flat spots formed during storage; offering additional benefits their ramped design also means that flat spots protectors function as effective vehicle chocks, avoiding the need to apply the handbrake (which can lead to binding of the rear brakes) and can also be secured to the floor to provide a garage parking stop function. Suitable for vehicles up to 8,800 lbs with 10"-18" x 7" wide wheels. Our Flat Spot Protectors benefit from a durable, high visibility, interlocking design, and are supplied in pairs.

Tire Flat Spot Protectors - Pair 221-600 \$44.99



Mini Jumper Cables

Small but surprisingly practical, these pint-sized jumper cables are 8 feet in length and come with their own sturdy plastic case. Easy to store, their compact design saves space in your trunk, making sure you always have them on hand.

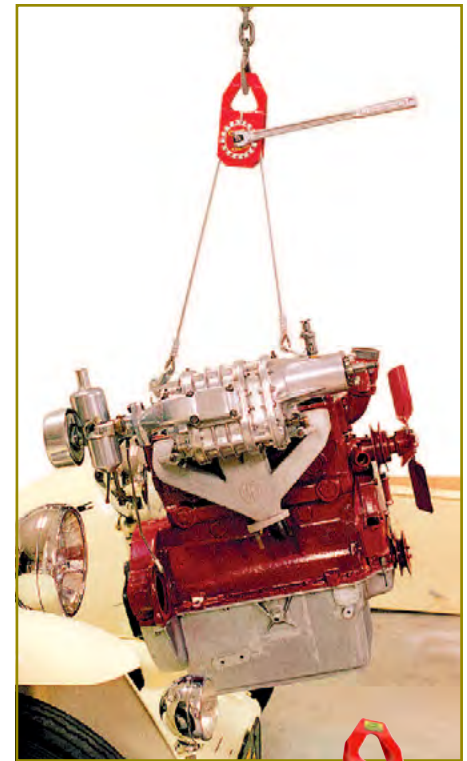
Mini Jumper Cables 900-061 \$23.99



Timing Degree Wheel

Plastic degree wheel accurately checks timing when installing a new camshaft.

Timing Degree Wheel 384-910 \$9.99



Oberg Tilt Lift

Allows easy adjustment of an engine's lift angle through a full 90° of movement. Adjust with ½" ratchet; 2,000 lb capacity with a 3:1 safety load factor. A positive lock ensures the engine stays put. All steel construction and small size.

Oberg Tilt Lift 386-730 \$119.99



Grease Gun

A handy tool for all those maintenance tasks.

Grease Gun 386-710 \$36.99



Castrol Collectable Oil Cans

Classic Castrol oil cans look great in your den or garage.

½ Pint	216-545	\$14.99
1 Pint	216-555	29.99
2 Pint	216-565	34.99



216-558

216-559

216-563



216-561

216-562

Castrol Enamel Accessories

Bring back some of the classic motoring nostalgia with a variety of enamel accessories featuring the Castrol oil logo. Choose from a range of hardwearing metal backed glass enamel lapel badges, key fobs, fridge magnets or signs and accentuate your favorite places.

Lapel Badge	216-558	\$9.99
Key Fob	216-559	15.99
Magnet - 2½" x 1¼"	216-561	12.29
Sign - 10" x 7"	216-562	63.99
Sign - 15¾" (Round)	216-563	94.99

Castrol Tin Coffee Cup

Branded with the period Castrol logo this classic style tin mug has an enamel coating in Castrol classic green with white inner. Great for the garage, camping or out at your next car show.

Features:

- Enamel coating
- Chrome polished rim
- Dishwasher safe
- 16 oz capacity



Castrol Coffee Cup	216-570	\$16.99
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MG Octagon Wine or Pint Glass Sets

When raising a toast with friends, share your MG passion etched in glass. A set of four wine or pint glasses makes for an amazing gift. Hand wash only.

Wine Glass Set - 4 pc	230-969	\$39.99
Pint Glass Set - 4 pc	230-951	36.99



Stainless Steel Thermal Cup

This classic car inspired stainless-steel pint cup showcases the MG logo. The 16 oz thermal cup is insulated, keeping drinks hot or cold. Sold individually.

MG Octagon	217-565	\$16.99
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Stainless Steel Cup

Grab attention with a classic car inspired pint cup. This high-quality stainless steel cup has a capacity of 16 oz. Attractively priced, get ready to enjoy your favorite drinks in this stackable cup featuring the logo of your favorite marque. Order for yourself or better yet, get some for your friends and share some classic cheer! Sold individually. Does not include a lid.

MG Octagon	217-810	\$12.99
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Logo Shop Apron

Easily access tools as you repair and restore your classic British car. This MG shop apron is made from 100% cotton, is machine washable, and features 2 pockets and adjustable straps.

MG Logo	217-200	\$26.99
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Logo Bar Stool

Great stools emblazoned with the logo of your favorite car. 30" high with chrome plated legs. The padded 14" diameter seats offer comfort and are covered with easy to clean vinyl.

MG Logo	231-800	\$199.99
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MG Flag

Made from 100% woven polyester, these 3' x 5' flags are a great way to show off your appreciation for your MG! These flags are silk screened for precision, feature the MG logo and are hemmed with header and grommets for a detailed finish. Let these flags wave outdoors or hang them on your walls for a classic touch to your den or garage. Either place, they are sure to look great!

MG Octagon Logo	214-710	\$39.99
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Insert Before Drive Key Ring

These "Insert Before Drive" key rings are a fun play on the original "Remove Before Flight" tags often seen on aircraft or their components. These marque specific key rings come with a tag showing off the Moss block and "Insert Before Drive" script on one side, and our classic British marque logos on the other. Get yours with the classic MG Safety Fast logo or gift them to your fellow car enthusiasts! And don't forget, Insert Before Drive!



Front Back

MG (125 x 25 mm)	217-265	\$6.00
Moss Motors (100 x 20 mm)	217-256	4.00



Engraved Metal Key Fobs

You'll love the sleek look of our latest Keychain Fobs. Engraved with your favorite British icon and available in three distinctive styles.

Leather & Bar

MG Logo	229-896	\$15.99
Union Jack	229-886	15.99

Leather & Teardrop

MG Logo	229-897	\$15.99
Union Jack	229-887	15.99

Solid Metal

MG Logo	229-898	\$15.99
Union Jack	229-888	15.99



MG Kneeling Pad

Stay comfortable as you work on your car using the MG kneeling pads. Customized with an MG logo, these work pads are made from Softek closed cell foam and offer comfort as you sit or kneel to work on your car repair projects. Measuring 11" x 15" x 3/4", they are perfectly sized to be kept in your trunk. These lightweight foam cushions can be used on multiple surfaces at home, garden or on the road, and feature a cut-out handle making it easy for you to carry them around. Made in the USA, these work pads are water and chemical-resistant, washable, do not stain easily, and are practically maintenance free. Just wipe away any dirt with a wet tissue or cloth and you're good to go!

MG Octagon Logo	214-700	\$23.99
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Keep Calm and Wrench On Work Mat

Stay comfortable as you work on your car with these logo'd work mats. Customized for your British sports car, these work mats are made from closed cell foam, and offer comfort as you sit, kneel, or lay down to work on your car repair projects. Measuring 72" x 24" x 3/16", they are perfectly sized to be kept in your trunk. Made in the USA, these work mats are water and chemical resistant, and they do not stain easily.

Work Mat	217-805	\$45.00
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Moss Gripper Fender Cover

Protective fender cover grips the paintwork and will not slip.

Moss Fender Cover	990-991	\$35.00
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Fender Covers

These foam rubber backed fender covers are imprinted with the logo of your favorite British marque.

MG Fender Cover	241-725	\$29.99
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Collapsible Marque Umbrella

Steer clear of rain, wind, or the scorching sun with our new umbrellas especially created for British car enthusiasts! Customized with the MG logo, these 8-panel nylon umbrellas feature a telescopic metal shaft for durability and an automatic open function for easy one-handed operation. Each umbrella has a rubberized comfort grip, and comes with a matching sleeve and wrist-strap. Keep it in your car and be prepared to have a great time outdoors, no matter the weather!

Features:

- Automatic opening
- Rubberized Comfort Grip
- 16" folded, 44" diameter
- Matching color fabric case with wrist strap

MG Logo	214-740	\$29.99
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Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

ACCESSORIES



Knit Blankets

Keep the chill away while relaxing at home or during a brisk night drive with this blanket. Made from an 80% cotton blend, the blanket's knit construction feels as soft as a sweater while providing you a substantial buffer against the cold. It measures 50" x 60", weighs 3 ½ pounds, is machine washable, and is made in the USA.

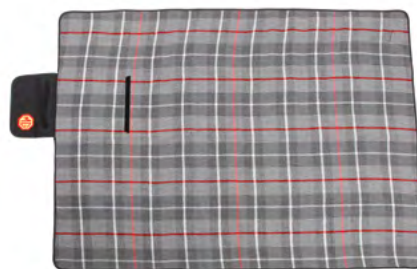
MG Safety Fast	009-126	\$99.99
All British Line Up	009-143	99.99
Union Jack	009-146	99.99
American Flag	009-147	99.99
MG Octagon	231-320	99.99
BMC Rosette	231-330	99.99



Pendleton Motor Robe

Keep warm and cozy with our big 52" x 70" Pendleton Mills 100% virgin wool blanket. Woven in a traditional Scottish plaid, it will keep you free from drafts and provide a touch of comfort at roadside picnics.

Red Lap Robe 231-400 \$129.99



MG Canvas Duffel Bag

Pack and go with this durable and spacious canvas duffel bag. Created for road trips but destined to be your favorite all-occasion duffel. Its classic design delivers thoughtful features including:

- Synthetic leather accents embossed with the MG wings logo
- A zippered pocket for quick access to items like a wallet or phone
- Side clips for adjustable load carrying capacity
- A trolley sleeve for attaching the duffel to rolling luggage
- Size: 11" H x 20" W x 9½" D

MG Canvas Duffel Bag 217-825 \$79.99



Waterproof Picnic Blankets

Bring a touch of comfort to any roadside picnic with the waterproof picnic blanket. Folded into a parcel, it can be easily stored and transported using its durable handle. When open, this blanket spreads out to 51" x 70". Constructed of gray acrylic with a foam-layer and waterproof PEVA backing, it comes adorned with the MG logo.

MG Logo 231-375 \$34.99

Keep Calm Weekender Bag

Carry a piece of British nostalgia, cheeky humor, and all your travel items with this duffel bag. The "Keep Calm and Cruise On" tote has a zippered main compartment with a reinforced bottom, a front slip pocket, and expandable top. Its adjustable shoulder strap and the matching handles make carrying more comfortable.

Size: 22" W x 14" H x 7" D

Keep Calm Weekender Bag 217-830 \$44.99



*See ordering page for details

⚠ WARNING: Cancer and Reproductive Harm. www.P65Warnings.ca.gov





Front

Side

Moss Motors Beanie

Smart and casual, the Moss Motors Beanie is made of 100% acrylic knitted fabric in the color steel. Comfortable and stretchy, it features a woven Moss Motors logo on the front and Moss block label on the back left. One size fits all.

Moss Motors Beanie 217-245 \$25.00



MG Safety Fast Vest

Casual and classic, represent your favorite marque any time of the year with this lightweight, water-resistant vest. Customized for a classic car enthusiast, this vest sports the classic "Safety Fast" embroidery on the back and a smaller MG octagon on the front.

Featuring front zippered pockets, fleece lining for those early morning drives, and a zip-through cadet collar with chin guard, the vest has a 100% polyester woven shell bonded to a water-resistant film insert. Show it off at your car club meetings or gift it to a fellow



enthusiast. And the best part is that this outerwear comes at a hard to beat price! Easy to care. Machine washable. Available in sizes Small - 2XL. Get yours today!

Sizing, measured at the chest, in inches:
35-37 (S), 38-40 (M), 41-43 (L), 44-46 (XL), 47-49 (2XL)

Small	217-820	\$69.99
Medium	217-821	69.99
Large	217-822	69.99
X Large	217-823	69.99
XX Large	217-824	69.99



MG Gunmetal Watch

Show off the MG marque in style with this men's MG watch. The 37mm gunmetal grey alloy case has a matte textured finish, and features a single crown design. Encased inside is a high quality quartz movement for accuracy and longevity, sure to keep you on time for years to come. On the face it features engraved numeric markers and seconds, with black hands with white fill for easy viewing. The strap is a subtle faux alligator in black. With a large MG Octagon logo in red, it's perfect for any MG enthusiast!

MG Gunmetal Watch 231-314 \$89.99



MG Octagon 45mm Chronograph Watch

This great looking chronograph style watch has a 45 mm precision machined silver alloy case, sport a mineral glass crystal face, stainless steel bezel and a stainless steel positive clasp band for great looks, easy viewing and durability. It comes packaged in an elegant black tin presentation case for easy gift giving.

Features:

- High quality quartz movement from Japan for accuracy and longevity.
- Fully functional $\frac{1}{10}$ second chrono capability up to 60 minutes that provides accurate timing at home or at the track.
- Self-luminous hour markers, hour hand and minute hands with a red second hand for a sporty look and great night-time visibility.
- Logos are raised/embossed and high polished to a jewelry finish for premium good looks.
- Includes a 3 year limited factory warranty. See the enclosed factory warranty papers for specific details and conditions.

MG Octagon 231-311 \$149.99




MG Octagon

Safety Fast

Detail

MG Embroidered Performance Polos

Stay comfortable with our light weight Performance Polo. Moisture-wicking and highly breathable, our polo will keep you dry and cool whether you're out for a drive, at a show, or just working in the garage. These polos come in navy-blue sporting the classic MG Octagon logo, or green with the MG Safety Fast logo. Machine washable.

MG Octagon Logo

Navy - Medium	217-360	\$38.00
Navy - Large	217-361	38.00
Navy - X Large	217-362	38.00
Navy - XX Large	217-363	38.00

MG Safety Fast Logo

Green - Medium	217-275	\$38.00
Green - Large	217-276	38.00
Green - X Large	217-277	38.00
Green - XX Large	217-278	38.00


Detail


Green Embroidered MGA T-Shirts

Get your style on with the brand new MGA T-shirt! Made using heavy cotton, this t-shirt gives a softer feel and comfortable fit for active daily use. It is perfect to wear while you're taking your LBC for a ride, attending your car club meetings or simply enjoying a day out.

Sporting an embroidered MGA on the front with Union Jack stripes below and a Moss block on the left-hand sleeve, this 100% preshrunk-cotton t-shirt stays true-to-size with laundering and heat applications. The double-needle stitching throughout the construction adds to its durability, and the shoulder and neck taping prevent chafing. Seamless double-needle 7/8" crew neck collar rounds out the comfort of the t-shirt with a removable tag. Machine washable. Priced right, order your MGA Embroidered T-Shirt today!

Medium	217-615	\$18.00
Large	217-616	18.00
XLarge	217-617	18.00
XXLarge	217-618	18.00

Embroidered Coach's Jackets

Add a style statement to your wardrobe with these coach jackets featuring the embroidered logo of your favorite classic car! With contrast poly lining, Raglan sleeves, elastic cuffs, and slash pockets the 3 oz lightweight jacket has a waist toggle pull and dyed-to-match metal snaps in front for easy closure. Made from 100% nylon taffeta, this jacket is water resistant.

Medium	217-520	\$49.99
Large	217-521	49.99
X-Large	217-522	49.99



Embroidered Tech Lite Jacket

Casual and classic, wear your style any time of the year with this lightweight, water resistant jacket. Customized for a classic car enthusiast, the jacket sports an embroidered MGA model and script on the front. It featuring a roll away hood, adjustable cuffs with tabs, vented back yoke and an adjustable shock cord at the hood and hem, the navy jacket is lined with 100% polyester mesh in upper back.

Medium - Navy	217-710	\$45.00
Large - Navy	217-711	45.00
X Large - Navy	217-712	45.00



219-951



219-933



Back



Back



219-817



219-818



219-816



219-819



MG Logo Beanie

Fashioned from 100% soft acrylic, this cuffed beanie has waffle knit construction and features a woven MG logo on the front and a Moss block label clipped to the left side of the back.

Dark Green
Khaki

217-755 \$25.00
217-756 25.00

Premium Embroidered MGA Hats

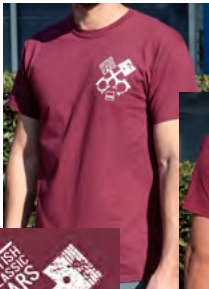
Look great as you take your classic out for a spin wearing an embroidered MG Octagon or MGA hat! These premium quality hats have a seamed front panel with a soft crown that

provides a deep low fit allowing the hats to stay on at speed. The adjustable Velcro closure ensures a secure, personalized fit. Choose your style and order your hat today!

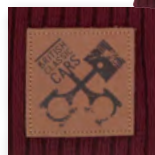
Features:

- 100% Cotton Construction
- Solid Color Contoured Visor
- Adjustable Velcro Closure
- Moss Block embroidered logo

MGA Half-Jack	219-951	\$20.00
MG Safety Fast Logo Hat	219-933	20.00
MG Octagon - Tan/Forest Green	219-817	20.00
MG Octagon - Black/White	219-818	20.00
MG Octagon - White/Navy	219-816	20.00
MG Octagon - Navy/White	219-819	20.00



FRONT



DETAIL



BACK



Moss Motors British Classic Cars Apparel

Show your appreciation for British Classic Cars with the latest in our lineup of custom apparel. For the all-around British car fan, our treaded classic design t-shirt and corresponding beanie are sure to turn heads. Our pull-over sweatshirt with front pocket has a back print of the front-angle view of some of the best British cars around (no offense to those we didn't include!). And finally, the complexity of SU carbs with the tagline "Some Assembly Required" is known all too well by those of us who have braved a disassembly and makes for a fun and stylish shirt.

BCC T-Shirt

Medium	217-690	\$16.00
Large	217-691	16.00
X Large	217-692	16.00
XX Large	217-693	\$16.00
XXX Large	217-694	16.00

BCC Beanies

Grey	217-750	\$28.00
Red	217-751	28.00
Blue	217-752	28.00

All British Line-Up Hoodie

Medium	009-113	\$40.00
Large	009-114	40.00
X Large	009-115	40.00
XX Large	009-116	40.00
XXX Large	009-117	40.00

Some Assembly Required T-Shirt

Medium	009-108	\$16.00
Large	009-109	16.00
X Large	009-110	16.00
XX Large	009-111	\$16.00
XXX Large	009-112	16.00

Pricing is subject to change.

Please visit MossMotors.com for current pricing and availability.

ACCESSORIES



Classic Metal Artwork Sign by John Lowerson

Stylize your space with some creative metal signs. Based on the original paintings by artist John Lowerson, these model specific 9" x 12" signs look amazing and are a great way to showcase loyalty to your favorite classic car. Reasonably priced and high in quality, get them for yourself or gift these artistic metal signs to fellow motoring enthusiasts.

MGA

214-463

\$22.99

Custom British Signs

Made from heavy 20-gauge steel, and digitally printed for detailed finish, these 14" round metal signs have holes drilled at top and bottom center for easy mounting. Customized for MG enthusiasts, the signs feature illustrations done by our in-house art and graphics department.

MG

214-730

\$31.99

BMC

214-734

31.99



Vintage MG Safety Fast Metal Sign

Personalize your garage or "man cave" with some classic metal signs. Featuring original period artwork, this 12" x 16" oval metal sign features the "MG Safety Fast logo" and is a great way to showcase your appreciation of the marque. Sold individually. Order today!

MG Safety Fast

214-591

\$31.99



Factory Dealer Signs

These sturdy factory dealer signs look exactly like the rare originals, and add a bit of motoring nostalgia to your garage or den.

MG Service (12" x 16")

214-321

\$25.99

BMC Dealer (18" x 27")

214-241

59.99



MG Octagon Cut-Out Art

Jazz up your work space, garage, or den with this MG Octagon Cut-Out Art! Made from mild steel and finished in a black powder coat, this laser-cut metal sign is unique and seriously great to look at!

12"

214-823

\$44.99

Vintage Metal Signs

Add a bit of nostalgia to your garage or den with classic British metal signs. Made by hand in the USA, these signs are manufactured from 24 gauge steel, and printed using dye-sublimation for a durable and very detailed finish. Take your pick from several vintage designs. All signs measure 12" x 16" except where noted.



Visit the English Countryside - MGA

214-557



MG Safety Fast

214-556



Road Racing at Brooklands

214-572

Only \$24.99



See all metal signs online at MossMotors.com



ORDERING & SHIPPING

SHIPPING

- Shipping is calculated on the regular retail price before any discounts.
- Orders received by 3 p.m. local time are normally shipped same day when shipped by UPS Ground Preferred or UPS Air.
- We will ship by Ground Saver unless an alternate shipping method is specified.
- Alaska, Hawaii, Puerto Rico must choose either AK/HI/PR Saver or UPS Air (see info below shipping chart).

OVERSIZE PARTS FEE

Some items are oversized and are indicated by the oversize parts fee icon. An oversize parts fee (per item) will be applied to your order. This fee will still be charged on free shipping orders. You can find the amount of the fee by visiting MossMotors.com or calling 800-667-7872. The oversize parts fee will not be charged on orders that ship by truck freight.

TRUCK SHIPMENT FEE

- Some parts must be shipped truck freight. Orders shipped to the 48 Contiguous states will be charged a flat \$199. Orders shipped to Canada will be charged a flat rate of \$279.

PO BOX, A.P.O. OR F.P.O.

- A.P.O., F.P.O. and P.O. Box orders are not guaranteed and will be shipped via USPS.

UPS AIR DELIVERY SERVICE (48 STATES)

- Saturday Delivery - Available on UPS Next Day Air and UPS 2nd Day Air orders for an additional \$16.00 and is not available in all areas.
- Orders shipped by air that are over 40 lbs., by weight or dimensions, we reserve the right to charge actual shipping and will notify you in advance.

INTERNATIONAL ORDERS

Orders delivered outside of the USA may take additional time to ship due to additional documentation and payment verification.

- All import costs and fees including duties and taxes are the responsibility of the customer.
- First-time orders and some larger orders may require payment by wire transfer.
- Orders may require a shipping quote and customer approval prior to shipping.
- Customer assumes liability for any disputes or damages when providing their own shipping arrangements.
- Orders are shipped by Air Post when possible. At times, Canada Post may use ground shipping for delivery.
- Shipping charges on orders under \$700 are calculated in the cart during website checkout.
- Orders **under \$700** that are heavier than 40 lbs. (by weight or dimensions) will be charged actual shipping.
- Orders **over \$700** will be charged actual shipping.

See MossMotors.com/ordering-shipping for full details on our ordering and shipping policies

PAYMENT

- We have a \$10 minimum parts order, excluding tax and shipping.
- We accept certified check, money order, and the following credit cards:
- Due to increasing fraud, some foreign orders may require additional documentation to process your order.



WHEN YOUR ORDER ARRIVES

- Please remember to inspect your parts immediately upon receipt of your order.
- Should your order arrive in damaged condition, immediately inform a Moss Motors customer service representative at 1-800-689-9313.
- Claims for damage during shipping must be reported within 3 days of receipt of order.
- Keep original box and packing material.
- If your order was shipped truck freight, note damage on the bill of lading when signing the delivery receipt.
- If there are any other questions about your order, contact customer service within 10 days.

SPECIAL ORDER & DIRECT SHIP PARTS

- Require pre-payment by cashiers check or credit card and may not be cancelled or returned.

BACKORDERS

- Occasionally, we are out of stock on some items, which we will ship to you as soon as available.
- Backorders are shipped free but carry a handling charge of \$3.49 per \$25 of value. (The combined total for original order shipping, and all backorder handling fees, shall never exceed the total shipping charges quoted on the shipping chart on this page.)
- You may request "No Backorders" or cancel backorders at any time prior to shipping.
- We do not backorder to any foreign countries, including Canada.
- Backorders are sent by the most cost effective method, not necessarily the same method as the original order.

WARRANTY - THE LONGEST IN THE BUSINESS!

- All Classic British products are warranted to be free from defects in material and workmanship for 2 years from the date of invoice.
- All superchargers, supercharger components, and supercharger hardware are warranted to be free from defects in material and workmanship for 1 year from date of invoice.
- Moss Motors, Ltd. will, at its discretion, repair or replace any part that fails in service within the warranty period. This warranty does not cover labor, failure of related components, normal wear of brake or clutch components or failure resulting from alteration, misuse, accidental damage, faulty installation, or faulty repair.
- Warranty requests should be submitted to our sales department and must be supported by the original Moss Motors purchase invoice and documentation of the failure.

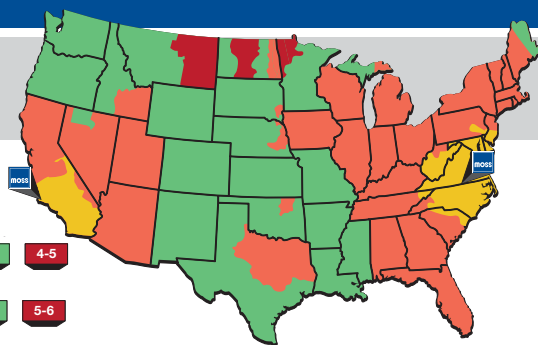
DELIVERY DAYS:

Ground Preferred

1-2 2-3 3-4 4-5

Ground Saver

2-3 3-4 4-5 5-6



AREAS / APPROXIMATE GROUND DELIVERY TIME (In Working Days)

- This map represents approximate working days for Ground Delivery. (As quoted by our carriers, not guaranteed.)
- It also assumes we can ship from the nearest warehouse. Items shipped from an alternate warehouse will take longer.

Shipping, Insurance & Handling Chart US Rates - 48 States (AK*, HI* & PR*)

Order Total	Ground Saver [†]	Ground Preferred ^{††}	2nd Business Day Air	Next Business Day Air	Canada Air Post ^{**}
\$10.00 to 20.00	\$5.99	\$12.99	\$24.99	\$39.99	\$16.99
20.01 to 50.00	9.99	18.99	34.99	49.99	22.99
50.01 to 75.00	12.99	22.99	43.99	63.99	28.99
75.01 to 100.00	15.99	25.99	49.99	83.99	32.99
100.01 to 150.00	19.99	29.99	59.99	94.99	41.99
150.01 to 200.00	21.99	32.99	69.99	106.99	49.99
200.01 to 300.00	24.99	34.99	79.99	119.99	59.99
300.01 to 500.00	24.99	36.99	94.99	129.99	79.99
500.01 to 700.00	24.99	36.99	106.99	149.99	104.99
700.01 and Up	Free UPS ¹	Free UPS ¹	96.99	139.99	ACTUAL

† Ground Saver (default shipping method) - Ships by most economical method. May add 1-2 days.

†† Ground Preferred - Ships by UPS and is normally shipped same day if ordered by 3pm local time.

* Alaska, Hawaii and Puerto Rico

UPS Air - Add \$8 to the 2nd Business Day & Next Business Day Air Rates.

AK/HI/PR Saver - Subtract \$12 from the 2nd Business Day Air Rates

(Ships by most economical method and may take longer.)

1 Free Ground UPS Shipping in the contiguous 48 states. Truck Shipments will be charged a flat \$199 to the 48 Contiguous states and \$279 to Canada.

** Canada Chart Shipping rate is for orders under \$700 and less than 40lbs. Orders under \$700 that are heavier than 40lbs. and orders over \$700 will be charged actual shipping.

SALES TAX AND PRICES

- Due to Wayfair Supreme Court Decision we are required to collect sales tax on goods and freight according to each state's law.
- **Alabama Simplified Sellers Use Tax:** Moss Motors will collect simplified sellers use tax on taxable transactions delivered into Alabama and the tax will be remitted on the customer's behalf to the Alabama Department of Revenue. Moss Motors program account number is SSU-R010439133
- On the shopping cart checkout page, your sales tax shown will be estimated. Actual sales tax will be calculated at the time of order fulfillment. If your business is tax-exempt, please contact us at (800) 667-7872 to apply your tax exempt status.

RETURNS



See MossMotors.com/returns for full returns policy.

CATALOG ERRORS

Every effort has been made to provide accurate information. We reserve the right to correct typographical errors and will not be held liable for inaccuracy of pricing, descriptions or applications.

TERMS AND CONDITIONS & PRIVACY POLICY

See inside back cover for more information.

  = **FREE SHIPPING** Free Ground shipping in the contiguous 48 states. Oversize Parts Fee still applies. Truck shipments will be charged a flat fee of \$199 to the 48 Contiguous states and \$279 to Canada..



= **SAME DAY SHIPPING** Orders received by 3 p.m. local time are normally shipped same day when shipped by UPS Ground Preferred or UPS Air. Does not apply to special orders and some oversized items.



123-456

= **OVERSIZE PARTS FEE** Some items are oversized and are indicated by the oversize parts fee icon or an underlined part number. An oversize parts fee (per item) will be applied to your order. This fee will be charged on free shipping orders. You can find the amount of the fee by visiting MossMotors.com or calling 800-667-7872. The oversize parts fee will not be charged on orders that ship by truck freight.

Pricing is subject to change at any time.

Please visit MossMotors.com for the latest information, current pricing and product availability.

ORDER WORKSHEET

Please Print

Customer No. _____

Name _____

Street _____

City/State _____ Zip _____

Daytime Phone _____ Fax _____

Email _____



Mail To: Moss Motors
440 Rutherford St.
Goleta, CA 93117
Fax To: 805-692-2525

Ship To _____

Street _____

City/State _____ Zip _____

	Part No.	Description	Qty.	Unit Price	Ext. Price
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

Charge My: ☐ Visa ☐ Mastercard ☐ Amex ☐ Discover

Card Number _____

Date Card Expires _____

Enclosed Is \$ _____

For Terms and Conditions & Privacy Policy see inside back cover.

Check YES if you wish to backorder any items not currently stocked. You will not be charged for backordered items until they are shipped.

☐ Yes ☐ No

Parts Total

Sales Tax

Shipping

Oversize Fee

Total

Too many cars is never enough. Need another catalog?

- Austin Healey 100
- Austin Healey 100-6
- Austin Healey 3000
- Austin Healey Sprite
- Triumph TR2, 3, 4 & 4A
- Triumph TR250 & TR6
- Triumph TR7 & TR8
- Triumph Spitfire & GT6
- MG TC, TD & TF
- MGA
- MGB & MGC
- MG Midget
- Jaguar XK120-150, E-Type, Early Sedan, XJ6-12, XJS
- Classic Mini
- Mazda Miata/MX-5

Request one online at MossMotors.com/catalog-request



MGA Restoration Parts Catalog

MGA INFORMATION	Identification, Paint Codes, Production Data	3-5
POWER UNIT	External Engine	6-7
	Internal Engine	8-9
	Cylinder Head	10-11
	Oil System	12-13
	Engine Tech.	14-15
COOLING SYSTEM	Radiators, Fan and Pump	16
	Heater	17
ENGINE CONTROL	Accelerator Pedals, Choke Control	18
INTAKE	Inlet manifold, Air Filters	19
FUEL SYSTEM	Carburetor Accessories	20-21
	Carburetors, pushrod engines	22-23
	Carburetors, Twin Cam	24-25
	Fuel Pump, Fuel Tank, Fuel Pipes, Sender Units	26-27
EXHAUST SYSTEM	Manifold, pipes, muffler	28
CLUTCH	Clutch Cover, Clutch Plate, Bearings, Hydraulics	29
GEARBOX	External & Internal Components	30-31
FRONT SUSPENSION	Suspension Joints, Springs,	32-33
	Shock Absorbers, Stub Axles	32-33
STEERING	Steering Wheel, Column, Rack & Pinion Ass'ys,	34-35
REAR AXLE	Crown Wheel, Bearings, Axle Shafts, Seals	36
REAR SUSPENSION	Springs, Shock Absorbers, Rubber Components	37
PROPSHAFT	'U' Joints, Shaft Components	37
GENERAL HARDWARE	Nuts, Bolts, Washers	38
ROAD WHEELS	Wheels, Knock-Off's, Wheel Tools	39
BRAKES	Brake Controls, Hydraulics	40
	Brake Drums, pads, shoes and Calipers.	41
	Brake Pipes	42
	Handbrake	43
CHASSIS	Chassis, Chassis Components, Floorboards	44-45
BODY PANELS & FITTINGS	Bumpers	46-47
	Body Fittings, front	48
	Grilles	49
	Body Fittings, rear	50-51
	Body Panels	52-53
	Windscreen and Windscreen Fittings	54
	Doors and Door Fittings	54
COUPE	Special body fittings	55
ELECTRICAL	Ignition Components	56
	Wipers & Washers	57
	Headlamps	58
	Lamps, general	58-59
	Electrical Fittings and Components.	60
	Battery, Wiring Harnesses	61
	Starter and Generator	61
FASCIA PANEL	Fascia, Gauges and Switches.	62-63
TWIN CAM	Parts Unique to Twin Cam & DeLuxe Models	64
SOFT TRIM	Cockpit Fittings	65
	Tops and Tonneau Covers	66-67
	Side Curtains	67
	Carpet and Panel Kits	68
	Seat Kits and Components	66, 69
Tech Tips		70-73
TERMS AND CONDITIONS & PRIVACY POLICY		74

About This Catalog

This catalog covers parts for U.S.-specification left hand drive cars. In producing this catalog, our primary goal was to publish a listing of MGA parts which was as comprehensive, accurate and informative as possible for the U.S. market. In doing this, we have made every effort to correctly identify and include every part likely to be needed to repair, restore or maintain your car. Although some of the parts listed are not currently available, our Product Development staff is constantly seeking new suppliers and manufacturers of quality reproductions of otherwise obsolete items. The current Moss Motors website (www.mossmotors.com) pricing is always the best indication of availability.

Local laws and regulations relating to pollution, safety and lighting equipment vary considerably from state to state and country to country. Since we distribute parts for these cars on a worldwide basis, we are not in a position to advise what laws are in effect in each locality. We strongly encourage anyone contemplating any modifications to a vehicle intended for street use, to check local regulations before proceeding. We strongly suggest that you save all old stock equipment should reinstallation be necessary at a future date.

NOTE: In the body of this catalog, items with indented descriptions are components of the non-indented kit or assembly above them. When an indented component is "NA", it is still included in the assembly, but not available separately.

Supersession and Rationalization of Parts

Most owners of British cars have, at one time or another, ordered an original "factory" part from an authorized dealer, only to find that the part received was different from the original, although it did work. This is the result of the supersession or rationalization of parts by the factory. Supersessions occur when a part is modified, and the original design or pattern is no longer produced. If old and new parts are interchangeable, even though they may appear slightly different, the old part is superseded by the new part. Rationalization is an attempt by the factory at efficiency in which one new part replaces several original parts, after which the original parts are no longer available.



This "no airplane" symbol indicates that the item(s) may not be shipped by air, and must be shipped by ground.



This truck symbol indicates that the item is shipped by truck freight.

123-456

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

WARNING!

Working on automobiles is inherently dangerous. Moss Motors, Ltd. is not liable for injury or damage due to incorrect installation or use of their products. All products are sold with the understanding that the safe and proper installation and use of the products is the customer's responsibility. Follow factory workshop manual procedures and instructions, but use current shop safety standards and common sense. Some tasks will require professional advice or services which Moss Motors cannot provide.



BRITISH MOTOR
HERITAGE APPROVED

By special licensing agreement with British Motor Heritage Ltd., Moss Motors, Ltd., is a fully authorized manufacturer and distributor of British sports car spares. With official support from the original manufacturer, we are able to produce a wide range of reproduction spares which meet or exceed the original factory standard of quality. In conjunction with British Motor Heritage, Ltd., Moss Motors is dedicated to the preservation and restoration of British sports cars. The British Motor Heritage, Ltd. and marque trademarks, as well as some exploded view artwork included in this publication, are the property of British Motor Heritage, Ltd., and are reproduced under licensing agreement by Moss Motors, Ltd.



MGA Parts Catalog

© Copyright Moss Motors, Ltd. October, 1985
Edition MGA-134 February, 2024
Printed in the USA

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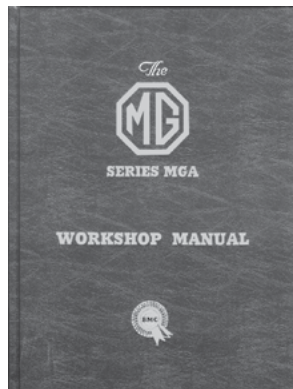
Prices subject to change. See MossMotors.com for current pricing.

Books / Manuals

MGA Factory Workshop Manual

Considering the cost and lack of availability of qualified service, why not maintain you own classic? An original factory workshop manual is the best source of mechanical repair and tuning data available. Everything from basic tuning data, to torque settings and complete component rebuilding are covered by this comprehensive reprint. Softbound.

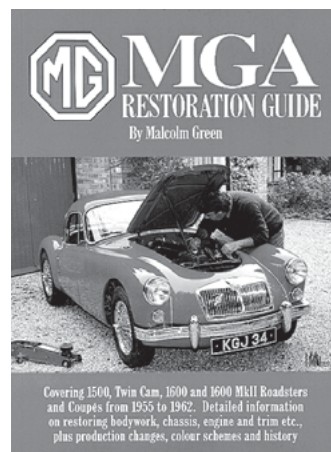
210-415 \$59.99



MGA Restoration Guide by Malcolm Green

If you have an MGA, want to buy one, or are contemplating restoring one, this book is a "must have". Intended to supplement the factory workshop manual, this book gives particular attention to commonly encountered difficulties on all MGA models, including the Twin Cam. All aspects of dealing with the MGA are covered in detail: buying, body work and paint, mechanical and electrical rebuilding, and upholstery. Also the history of MGA development, production changes, and general information are included.

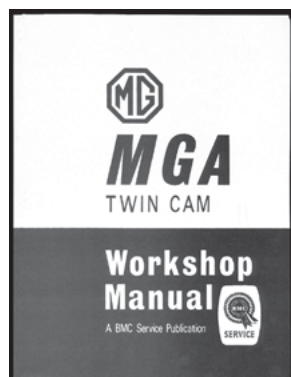
212-965 \$54.99



MGA Twin Cam Factory Workshop Manual

The only comprehensive workshop manual for these rare cars. Includes detailed illustrations and step-by-step instructions, covering all aspects of maintenance and repair. Reprint of original. 200 pages, softbound.

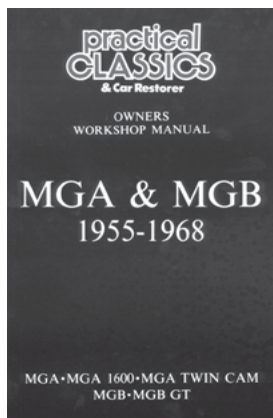
210-420 \$56.99



Glovebox Size Workshop Manuals

Though not as complete as the full factory manual, this clever new manual is packed with enough information to keep your car on the road. Tune up data, repair and rebuilding information, dimensions and torque specs are all here in this compact 5-1/2" x 8-1/2" book.

212-460 \$38.99



MGA Drivers' Handbooks

Authorized reprints of the handbooks included with every new MGA. These handbooks cover operational and maintenance procedures, and should be considered absolutely essential for the first time MGA driver.

1500	210-800	\$26.99
1600	210-830	\$19.89
1600 MkII	210-820	\$26.99
Twin Cam	210-425	NA



MGA-Essential Buyer's Guide

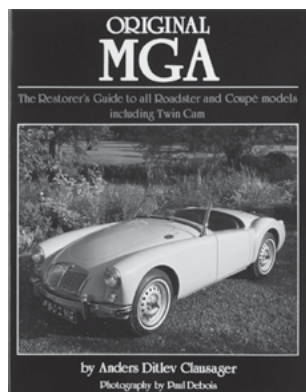
Judged by many to be the most attractive MG ever produced, the MGA is not only good-looking, but also fun to drive. In this book you will find advice on choosing the right model for you, and discussion about potential ownership costs. Issues of legality, originality and roadworthiness are also raised.

213-860 \$29.99

Original MGA

Provides all the information needed to decide how a properly restored MGA should look, and what parts it should have. Excellent photos and descriptions, with lists of production changes and other necessary information. 112 pages, 8.75" x 11.5".

211-386 \$49.99



MGA Special Tuning Manual

A reprint of the original publication covering the factory developed and proven competition modifications.

211-000 NA



	MGA 1500	MGA 1600	MGA MK II	MGA TWIN CAM
Vehicle Identification				
Vehicle Number Location	Bulkhead, in front of heater	Bulkhead, in front of heater	Bulkhead, in front of heater	Bulkhead, in front of heater
Body Number Location	RH Firewall	RH Firewall	RH Firewall	RH Firewall
Engine Number Location	Right side of engine	Right side of engine	Right side of engine	Rear of engine block
Gearbox Number Location	Top of casing	Top of casing	Top of casing	Top of casing
Rear Axle Number Location	Front of LH axle tube	Front of LH axle tube	Front of LH axle tube	Front of LH axle tube
Tune Up				
Engine Firing Order	1342	1342	1342	1342
Valve Rocker Clearance	.017" hot	.015" hot	.017" hot	NA
Idle Speed	900-1100 rpm	900-1100 rpm	900-1100 rpm	900-1100 rpm
Static Ignition Timing	7 deg. BTDC	7 deg. BTDC	10 deg. BTDC to eng #4004, then 5 deg. BTDC	9.1:1 CR- TDC, 8.3:1 CR - 8 deg. BTDC
Dynamic Ignition Timing	NA	NA	NA	NA
Timing Mark Location	Timing cover & crank pulley	Timing cover & crank pulley	Timing cover & crank pulley	Timing cover & crank pulley
Distributor Make/Type	Lucas DM2	Lucas DM2	Lucas DM2	Lucas DM2 P4
Contact Breaker (points) Gap	.014-.015"	.014-.015"	.014-.015"	.014-.015"
Rotation of Rotor	anti-clockwise	anti-clockwise	anti-clockwise	anti-clockwise
Dwell Angle	60 +/- 3 degrees	60 +/- 3 degrees	60 +/- 3 degrees	60 +/- 3 degrees
Ground Polarity	Positive	Positive	Positive	Positive
Ignition Coil Make/Type	Lucas HA12	Lucas HA12	Lucas HA12	Lucas HA12
Spark Plug Make/Type	Champion N5	Champion N5	Champion N5	Champion N3
Spark Plug Gap	.025"	.025"	.025"	.025"
Carburetor Make/Type	Twin SU H4	Twin SU H4	Twin SU H4	Twin SU H6
Carburetor Main Jet	.090"	.090"	.090"	.100"
Carburetor Main Jet Needle	GS	6	6	0A6
Carburetor Piston Spring	red	red	red	red
Vehicle & Engine				
Length	156"	156"	156"	156"
Width	58"	58"	58"	58"
Height	50"	50"	50"	50"
Ground Clearance	6"	6"	6"	6"
Track Front, disc wheels	47 1/2"	47 1/2"	47 1/2"	47 29/32"
wire wheels	47 7/8"	47 7/8"	47 7/8"	
Track Rear, disc wheels	48 3/4"	48 3/4"	48 3/4"	48 7/8"
wire wheels	48 3/4"	48 3/4"	48 3/4"	
Wheelbase	94"	94"	94"	94"
Turning Circle	28'	30' 6"	30' 6"	32' 6"
Toe-In	nil	nil	nil	nil
Curb Weight	1988 lbs. (roadster)	2016 lbs. (roadster)	2016 lbs. (roadster)	2185 lbs. (roadster)
Original Tire Size	5.60x15	5.90x15	5.90x15	5.90x15
Replacement Tire Size	165R15	165R15	165R15	165R15
Orig. Tire Pressure, Front (Cold)	23 psi	24 psi	24 psi	24 psi
Orig. Tire Pressure, Rear (Cold)	26 psi	26 psi	27 psi	26 psi
Engine Type	15GB, 15GD	16GA	16GC	BC16GB
Engine Displacement	1489 cc	1588 cc	1622 cc	1588 cc
Firing Order	1342	1342	1342	1342
Compression Ratio	8.3:1	8.3:1	8.9:1, 8.3:1	9.9:1, 8.3:1
Engine Bore	2.875"	2.968"	3.0"	2.969"
Engine Stroke	3.5"	3.5"	3.5"	3.5"
Number of Cylinders	4	4	4	4
Oil Pressure Idle	10-25 psi	15 psi	15 psi	10-15 psi
Oil Pressure Normal	50-75 psi	50 psi	50 psi	56-60 psi
Ignition Type	points	points	points	points
Fuel Pump Make/Type	SU electric	SU electric	SU electric	SU electric
Fuel Tank Capacity	12 gal (US)	12 gal (US)	12 gal (US)	12 gal (US)
Cooling System Capacity	12 pints (US)	12 pints (US)	12 pints (US)	16.2 pints (US)
Sump Capacity	9 pints (US)	9 pints (US)	9 pints (US)	14.4 pints (US)
Gearbox Capacity	4-3/4 pints (US)	4-3/4 pints (US)	5.6 pints (US)	4-3/4 pints (US)
Rear Axle Capacity	2.7 pints (US)	2.7 pints (US)	2.7 pints (US)	3-1/4 pints (US)

General Information

Identifying The MGA

There are only five variations of the MGA. The 1500, 1600, MKII, Twin Cam and 1600 MKII DeLuxe. The coupes were a variation of the roadster and were not differentiated by the factory numbering system as to body style. The Twin Cam, a major undertaking at the time of its introduction, was identified separately while the DeLuxe, the most elusive of MGA models, was not distinctly identified. There are reliable production figures for all models except the DeLuxe.

The three major MGA models may be readily identified by their tail-lamp and grille configurations as well as their engine displacement.

A **1500** will have the familiar single Lucas tail lamp, the flush style grille and no cowl or deck

The 1500 style tail lamps were common to many British cars of the period.



The 1500 style grille has slats that are set flush with the back of the shell.

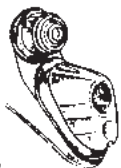


marking. Four-wheel drum brakes were fitted to this model only. Very early 1500s had different style gauge faces, an example of which can be found in the factory service manual and drivers handbook illustrations. The door rails on the first few cars were entirely of wood, as were the cockpit rear corners. There are few of these seen today. The 1500s did not have the starter hump on the passenger toe board or the windscreen mounted top clamp. The turn indicators were switched through a relay.

A **1600** is differentiated by the dual tail lamp with separate turn lamps, larger round parking lamps with flat lenses and a '1600' marker on the cowl and rear trunk lid. Disc brakes on the front



Front parking lamp lenses became "flat" and a separate turn signal lamp was added at the rear of 1600s.



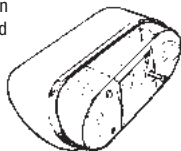
The front grille on 1600 models was identical to the one that was fitted to the 1500s.



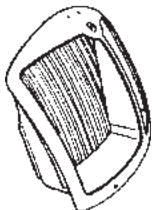
greatly improved stopping power. The starter position was moved with the resulting hump on the passenger toe board.

The **1600 MKII** received the closest thing to a face lift an MGA ever got. The famous flat grille was

Horizontal tail lamps on the 1600 MKII replaced the earlier vertical style tail lamps.



The 1600 MKII grille was very similar to the earlier version but had recessed slats.



replaced with the 'pre-crushed' version. The Morris Mini tail lamps appeared horizontally below the deck lid and the vinyl covered dash and cowl and 1600 MKII badges were added. The chrome trim and dash escutcheon from the coupe finished off the dash. Seat belt anchors were added to the frame. 1600 MKII DeLuxe cars used the Twin Cam chassis with the push rod 1622 engine. Check all parts carefully, as MGAs have not always enjoyed the respect they do now, and parts have been freely exchanged with little regard for originality.

When re-wiring your car, be sure to order the harness that fits your body type, not engine type.

MGA Paint Color Codes

MGA 1500

Body Color

Old English White
Black
MG Red (dark red)
Orient Red (light red)
Mineral Blue (coupe only)
Glacier Blue (roadster only)
Island Green (coupe to 48979)
Tyrolite Green (rdst. to 48979)
Ash Green (from 48980)

Interior Color

Red or Black
Red or Green*
Red or Black
Red or Black
Gray or Black
Gray or Black
Gray or Black
Gray or Black
Gray or Black

After Market Codes

R-M	Ditzler
6642	8177
	9000
BM121R	71993
BM119R	71609
6600	15406
BM049	14035
6614	44569
BM104	45291
BM077	43376

*Green interior is not available.

MGA 1600

Old English White
Black
Chariot Red
Iris Blue
Dove Gray
Alamo Beige

Red or Black
Red or Tan
Red, Beige or Black
Black
Red
Red

6642	8177
	9000
9015R	71420
BM054	12235
6572	32085
9014	21973

Painting MGA Sub-Assemblies

The fact that the MGA was built primarily of sub-assemblies makes it easy to properly detail each component before it is installed on the car. Here is a guide to help you detail your MGA.

The Moss Custom Color Spray Paints listed below are specially formulated by us to match the original colors as closely as possible.

Component

Paint Color

Engine	Moss MG Maroon (#220-540)
Starter	Original installation was engine color
Generator	Replacements from factory and Lucas were black.

Transmission	Natural, aluminum
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Air Cleaners	Semi-Gloss Black
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Fan	School Bus Yellow (Rustoleum) or Duplicolor DA1663
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Fan Pulley	Moss MG Maroon (#220-540)
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Radiator, Heater	Black
------------------	-------

Master Cylinder Casting	Natural, coat with clear to prevent rusting.
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Chassis, all frame and suspension parts, bumper brackets & brake drums.	Black
Floor Boards	
Transmission Tunnel	

Convertible Top Frame	Moss Tan Top Frame Paint (#220-520)
-----------------------	-------------------------------------

Wheels, Wire & Disc	Moss Wheel Paint (#220-560)
---------------------	-----------------------------

Windscreen Washer Bottle Bracket	Tudor Blue, Krylon 3107
----------------------------------	-------------------------

Body Panels	
Inner Fenders	
Splash Aprons	
Upper Dash	
Bulkhead	Body Color
Battery Cover	
Inside Trunk	
Engine Compartment	
Underside of Hood and Trunk Lid	
Inside Door	

MGA Production Data

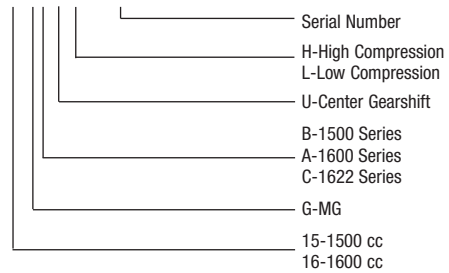
Model	Production Period	
MGA 1500	May 1955 to May 1959	First MGA 10,101
Twin Cam	April 1958 to April 1960	First Twin Cam 501
MGA 1600	May 1959 to April 1961	First 1600 68,851
MGA 1600 MKII	April 1961 to June 1962	First MKII 100,352
		Last MGA 109,070

The above dates are dates of production, not model year dates. Model year production began around October of the previous year for the U.S. market, and in November for the home market. Accurate figures are not available for the 1600 MKII Deluxe, which used the 1622 cc engine in the Twin Cam chassis. They were assembled and numbered along with the regular production. The actual series production number of your MGA can be determined by subtracting 10,101 from your car's chassis number. For example, car number 24,514 is actually number 14,413. Coupe production was: 1500, 6,272; 1600, 2,771; MkII, 521; Twin Cam, 323; for a total of 9,887.

MGA Engine Serial Number Data

Use the following examples to de-code your engine serial number. Note: Early 1500 engines had numbers prefixed by BP15GB. (This applies to all MGA engines.)

Example: 15 GB/U/H 123456



Chassis Numbers-1500

Chassis numbers for MGA 1500s are loaded with coded information about the car. For example, HDA43/10101 (the chassis number of the very first MGA 1500) tells us that the car is an MGA 2-seater, painted in black cellulose, for the North American market, and is MGA #10101. Use the following chart to decode your chassis number. (Acrylic lacquer is the modern equivalent of cellulose.) Not all listed colors and paint types listed were used on the MGA. Paint formula codes for the MGA can be found on page 4.

Example:	H	D	A	4	3	10101
	MGA	2 Seats	Black	N. America	Cellulose	Car Number
1st Letter (Car Type)	2nd Letter (Body Style)	3rd Letter (Exterior Paint Color)		1st Number (Market)	2nd Number (Paint Type)	
H-MGA	A-Saloon 4 door	A-Black	J-Dark Grey	1-RHD Home	1-Synthetic	
J-MG 1 1/4 litre	B-Saloon 2 door	B-Light Grey	K-Light Red	2-RHD Export	2-Synobel	
K-Magnette	C-Tourer	C-Dark Red	L-Light Blue	3-LHD	3-Cellulose	
	D-2 seater	D-Dark Blue	P-Ivory	4-North America	4-Metallic	
	M-Coupe	E-Mid Green	R-White	5-CKD/RHD*	5-Primed	
		F-Beige	S-Mid-Grey	6-CKD/LHD*	6-Cellulosed Body/Synthetic Wings	
		G-Brown	T-Light Green			
		H-CKD finish (primer)	U-Dark Green			

*Note: Car shipped unassembled and unpainted.

Chassis Numbers-1600-1600 MKII

1600 and 1600 MKIIs did not provide as much information in their chassis numbers.

For example, GHNL2103779 stands for:

G	H	N	L	2	103779
MGA	1400-1999 cc	2 seat tourer	LHD	1600 MKII	Car Number
1st Letter (Car Type)	2nd Letter (Cubic Capacity)	3rd Letter (Body Type)	4th Letter* (Specification)	5th Prefix* (Model Series)	
G-MGA	H-1400 to 1999 cc	N-2 seat Tourer	L-LHD	2-1600 MKII	
		D-Coupe	(None for RHD)	(None for 1600)	

*For LHD MKII, 4th and 5th positions are reversed from what MG published as theoretically correct.

Chassis Numbers-Twin Cam

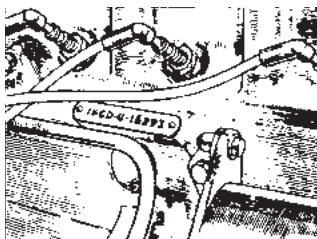
Twin Cam chassis numbers give almost no information.

Some other chassis number prefixes were used for

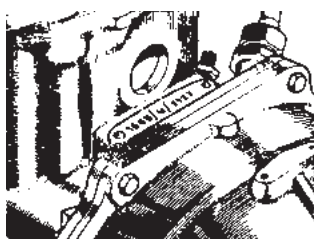
CKD cars exported for final assembly elsewhere.

YD1	RHD Home market Tourer	YM1	RHD Home market Coupe
YD2	RHD Export market Tourer	YM1	RHD Export market Coupe
YD3	LHD Export market Tourer	YM1	LHD Export market Coupe

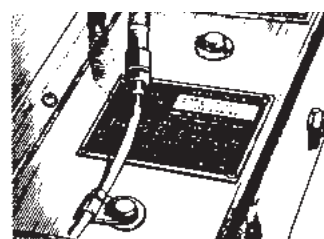
Location of Serial Numbers



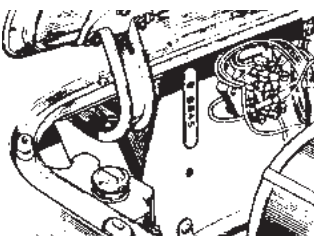
The Engine Number (pushrod engines) is stamped on a metal plate on the right hand side of the engine block...



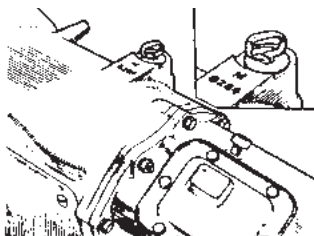
on Twin Cam engines, it is stamped on a metal plate on the rear of the engine behind the cylinder block.



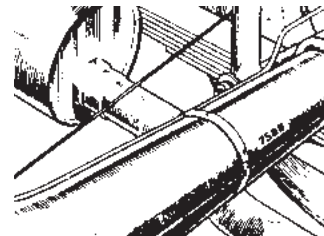
The Chassis Number (car number) is stamped on the identification plate on the left hand of the firewall shelf. It is also stamped on the R/H center chassis cross-member. (see pg. 44.)



The Body Number is stamped on a metal plate on the bulkhead between the right hand hood hinge and the fuse block.

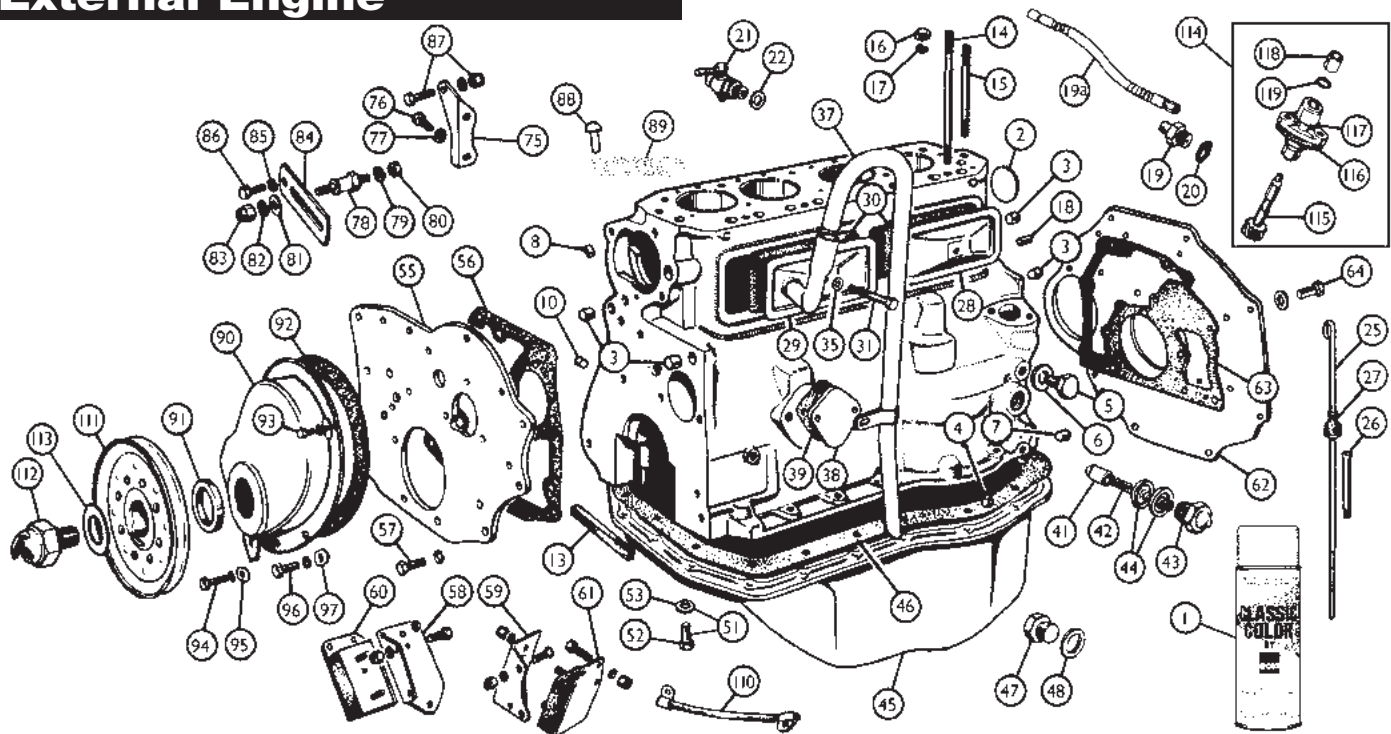


The Gearbox Number is stamped on top of the gearbox case next to the dipstick.



The Rear Axle Number is stamped on the front side of the left hand axle tube.

External Engine



External Engine

10210

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	220-540	\$29.99	ENGINE PAINT, correct MG red	}	A/R
	220-576	\$19.99	PRIMER, high temp. for engine paint		A/R
2	328-248	\$3.49	CORE PLUG SET, steel	}	1
	328-249	\$18.99	CORE PLUG SET, brass		1
	328-230	\$0.99	CORE PLUG, steel		4
	328-231	\$4.99	CORE PLUG, brass		4
3	328-160	\$6.39	PLUG, oil gallery		4
4	328-170	NA	PLUG, crankcase oil hole		2
5	328-180	\$15.99	PLUG, transverse oil hole		1
6	324-626	\$0.99	WASHER, for plug #5		1
7	328-190	\$4.19	PLUG, below oil relief valve		2
8	328-200	NA	PLUG, oil filter boss		1
10	328-200	NA	PLUG, chain tensioner oil feed		1
13	296-360	\$0.89	CORK SEAL, main bearing cap		2
14	328-940	\$9.99	STUD, cylinder head, long, 6-1/4"		4
15	328-950	\$13.99	STUD, cylinder head, short, 4-1/2"		7
16	310-280	\$0.99	NUT, cylinder head, stock type		11
	114-122	\$3.19	NUT, cylinder head, flanged upgrade replacement		11
17	324-725	\$1.09	WASHER, cylinder head		11
18	325-080	\$1.99	PIN, gearbox plate block		2
19	460-015	\$8.99	UNION, oil gauge pipe		1
	376-060	\$21.99	HOSE, oil pressure (to gauge pipe)		1
20	324-626	\$0.99	WASHER, oil gauge union		1
21	470-240	\$29.99	TAP, water drain		1
22	324-671	\$0.99	WASHER, drain tap		1
25	451-315	NA	DIPSTICK, straight	1500 & 1600 to (e)16GA/H9648	1
			(May use later "bent" dipstick)		
	451-350	\$62.99	DIPSTICK, "bent"	from (e)16GA/H9649	1
26	460-030	\$11.99	TUBE, dipstick in block		1
27	460-040	\$1.99	DUST CAP, dipstick		1
28	460-050	NA	COVER, tappet inspection, rear (stock type)		1
	460-058	\$46.99	COVER, tappet inspection, rear (alloy replacement)		1
29	460-060	NA	COVER, tappet inspection, front		1
30	296-370	\$1.99	GASKET, tappet cover, stock type		2
	296-377	\$30.99	GASKET PAIR, tappet cover, silicone		1
31	322-440	\$0.99	BOLT, tappet cover		2
35	324-610	\$0.49	WASHER, tappet cover bolt		2
37	451-040	NA	BREATHER PIPE, w/ mounting clip	to (e)GB35808	1
	451-050	\$42.99	BREATHER PIPE, w/ mounting clip	from (e)GB35809	1
38	460-080	\$18.99	PLATE, blanking	}	1
	460-630	NA	GASKET, blanking plate		1
41	460-155	\$1.99	VALVE, oil pressure release		1
42	329-210	\$1.89	SPRING, release valve		1
43	460-870	\$11.99	CAP NUT, release valve		1
44	324-650	\$0.39	WASHER, cap nut		2
45	460-370	NA	OIL PAN		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
46	296-330	\$3.39	GASKET, oil pan		1
47	328-280	\$1.89	PLUG, oil pan	stock type	1
	328-282	\$21.99	PLUG, oil pan, magnetic	option	1
48	324-626	\$0.99	WASHER, drain plug		1
51	323-548	\$21.49	BOLT & WASHER SET, sump		1
(19 bolts, 19 int. tooth lockwashers, 19 flat washers which MGA did not originally use.)					
52	322-210	NA	BOLT, oil pan to block		19
53	462-385	\$0.39	LOCKWASHER, oil pan bolt		19
55	460-380	NA	PLATE, front engine mounting		1
56	296-000	\$1.69	GASKET, front plate		1
57	322-040	\$0.59	BOLT, front plate	qty. reduced at (e)GB259	5/3
58	460-170	\$28.99	BRACKET, R/H engine mount		1
59	460-180	\$28.99	BRACKET, L/H engine mount		1
60	413-010	\$7.49	MOUNT, R/H	} 1500, 1600, MkII	1
	413-011	\$13.99	MOUNT, R/H, uprated*		1
	413-030	NA	MOUNT, R/H	Twin Cam & MkII Deluxe	1
61	413-020	\$7.49	MOUNT, L/H	all models	1
	413-021	\$13.99	MOUNT, L/H, uprated*	1500, 1600, MkII	1
*The stiffer rubber in these mounts will transmit more vibration.					
62		NA	PLATE, gearbox to engine	all 1500 w/ (e)GB prefix	1
	460-390	NA	PLATE, gearbox to engine	from 1500 (e)GD101	1
63	297-500	\$1.49	GASKET, gearbox plate		1
64	322-590	\$0.59	BOLT, gearbox plate, 3/8" dia		8
	322-040	\$0.59	BOLT, gearbox plate, 5/16" dia.		4
75	460-310	\$31.99	BRACKET, generator, mounting		1
76	322-040	\$0.59	BOLT		2
77	365-730	\$0.39	LOCK WASHER		2
78	460-320	\$15.59	PILLAR, adjusting link		1
79	324-040	\$0.39	LOCK WASHER		1
80	310-050	\$0.69	NUT		1
81	324-580	\$0.15	WASHER		1
82	324-040	\$0.39	LOCK WASHER		1
83	310-240	\$0.89	NUT		1
84	460-330	\$11.99	LINK, generator adjusting		1
85	365-730	\$0.39	LOCK WASHER		1
86	322-510	\$0.39	BOLT		1
87	321-598	\$1.79	BOLT AND NUT SET		1

To install a new felt timing cover seal (#121-500), remove the old seal and any gasket compound from the groove. Wash the cover in solvent. Soak the new seal in oil and carefully push it into the groove. Make sure that it is straight and not caught on the sharp edge of the cover. When seated, push the crank pulley through the cover and give it a turn or two to seat the seal. Prepare the cover gasket with a small amount of sealer and stick it to the cover or end plate. Push the pulley onto the crank and bolt up the cover. This method insures that the pulley is centralized, keeping oil seepage at a minimum. Note: Early and late covers may be interchangeable but a late rubber seal cannot be fitted to an early cover.

No.	Part#	Price (Each)	Description	Application	Qty Req.
88	325-245	\$0.99	DRIVE RIVET, engine number plate		2
89	117-571	\$3.69	ENGINE NUMBER PLATE (blank)		1
90		NA	COVER, timing chain	to 1500 (e)GB258	1
	460-350	NA	COVER, timing chain	{ from 1500 (e)GB259 to 1622 (e)GC8262	1
	455-380	NA	COVER, timing chain	from 1622 (e)GC8263	1
91	121-500	\$1.99	OIL SEAL, felt	to 1622 (e)GC8262	1
	120-000	\$1.59	OIL SEAL, rubber	from 1622 (e)GC8263	1
92	296-510	\$1.89	GASKET	to 1500 (e)GB258	1
	296-340	\$2.49	GASKET	from 1500 (e)GB259 on	1
	323-568	\$19.99	HARDWARE SET, timing cover		1
93	322-170	\$0.49	BOLT, timing cover, upper		3
94	322-230	\$0.39	BOLT, timing cover, lower		2
95	324-765	\$0.89	WASHER, timing cover bolt		5
96	322-040	\$0.59	BOLT, cover & plate to block		4
97	460-360	\$0.99	WASHER		4
110	332-070	\$34.99	CABLE, ground, engine to frame		1
111	460-450	\$119.99	PULLEY, crankshaft		1
112	460-460	\$45.99	NUT, crank dog		1
113	460-470	\$1.19	WASHER, lock tab		1
114	460-658	NA	DRIVE ASS'Y., tachometer		1
115	460-660	NA	PINION, tach drive		1
116	460-690	\$2.99	GASKET		1
117	460-665	NA	HOUSING, tach drive pinion		1
118	460-680	NA	RING CLIP		1
119	460-670	\$11.49	SEAL (replacement for orig. "O"ring and ring clip)		1

Gasket Sets The two gasket sets include all gaskets required for the MGA engine.

296-420	\$29.99	GASKET SET, head set	1
296-430	\$17.99	GASKET SET, engine, less head set	1

Head Set #296-420, includes cylinder head, manifold, carb./heat shield, air filter, rocker cover, heater outlet, water outlet, thermostat gasket, and valve stem seals.

Engine Set #296-430, includes main bearing cap seals, gaskets for front and rear engine plates, timing cover, oil pump, oil strainer, chain tensioner, oil sump, water pump, oil pipe adaptor, tappet covers, crank case blanking plate, sump drain plug, oil filter and drain tap. (Timing cover oil seal illus. no. 91 is not included.)

Main bearing caps are a tight fit and care must be taken when removing them. In lieu of a 'factory' cap puller, insert a bolt in the threaded hole in the cap and pull on it with a slide hammer. Do not use screwdrivers or chisels to separate the caps as these inappropriate tools will damage the mating surfaces. Caps must fit with no clearance. If gouged, oil will pass through the mating surface and the bearing will have too much running clearance. When reinstalling main caps hold the bearing shell against the saddle and tap the cap home gently with a soft-face hammer. Use assembly lube to protect the bearing until oil reaches it.

As part of a rebuild, remove the core plugs and have the block hot tanked. If you are not sure that all the oil passages have been rinsed free of scale and casting sand, pressure wash the block with hot water and detergent. Follow with a hot water rinse and spray aerosol carburetor cleaner through the oil ways.

Warning: Hot-tanking will dissolve the aluminium engine number plate. MGA engine numbers are back-stamped onto a plain aluminum plate affixed with two steel drive rivets, our #325-245. When rebuilding an engine, carefully remove the plate by untwisting the drive rivets with a pair of vice grip pliers, as the plate would otherwise dissolve in the caustic solution. This extra effort will allow you to easily re-install the plate, preserving the history and originality of your MGA.

Speedi-Sleeve

Timing cover seal, used on crankshaft pulley "nose" (illus. #111.) When a new seal cannot compensate for excessive damage, this ultra-thin sleeve provides a new sealable surface. Instructions and installation tool are included in the kit.

520-515 \$69.99



Magnetic Oil Drain Plug

Safeguard your engine! Our magnetic oil drain plug collects harmful metallic particles before they get fed through your engine's oil system.

328-282 \$21.99



Oberg Tilt Lift

Tilt Lift allows easy adjustment of an engine's lift angle through a full 90 degrees of movement. Adjustment is easy, employing your 1/2" ratchet, and the 2,000 lb capacity – with a 3:1 safety load factor – is more than enough for any modern engine/tranny combination. A positive lock ensures the engine stays put. Tilt Lift's all steel construction ensures durability, and its small size (weighing four pounds) makes it ideal for small work areas. The mounting cleats are adaptable to any engine.

386-730 \$119.99



Handcrank - "Starting Handle"

Faithful reproduction of the original is useful when adjusting valves, setting timing, or even starting the engine.

386-100 \$99.99



"Ultra Slick" Engine Assembly Lube

Protect your rebuild by using "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves & guides and rocker shaft assemblies.

221-565 \$13.99

Hylomar Gasket Sealant

Hylomar "M" was originally the Racing Formulation, is acetone based, stiffens slightly over time and can be used in place of a gasket between finely machined surfaces. Hylomar Advanced Formulation or "AF" is solvent-free, won't harden and is perfect for use with gaskets on parts that need to be removed regularly for service. Both are perfect for shop use, and are ethanol and fuel proof.

Hylomar AF, 85 g tube 232-215 \$34.99

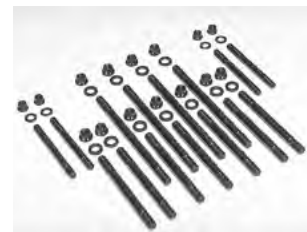
Hylomar M, 80 ml tube 232-220 \$24.99



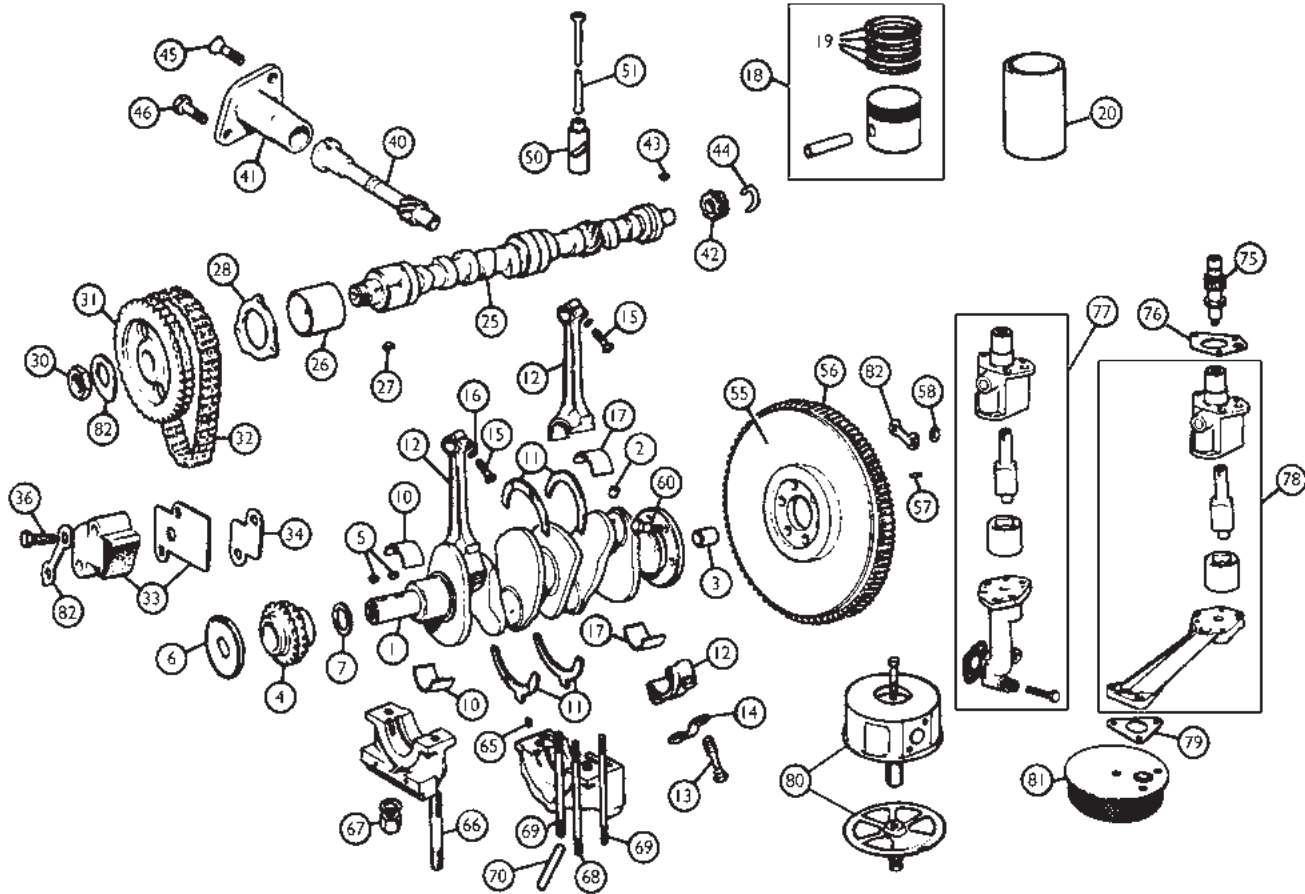
ARP High Strength Head Stud Kit

These high strength studs are rated at 190,000 psi, several times that of original studs. Includes head studs, rocker pedestal studs, nuts, and washers.

322-858 \$189.99



Internal Engine



Internal Engine

10211


No.	Part#	Price (Each)	Description	Application	Qty Req.
1	451-521	\$1,099.00	CRANKSHAFT, new, forged steel	1500-1600	1
			0.010" undersize with main & rod bearings, and balanced		
	451-560	NA	CRANKSHAFT	1622	1
2	460-410	NA	RESTRICTOR		4
3	330-160	\$3.19	BUSHING, spigot		1
4	460-420	\$17.99	CRANK SPROCKET		1
5	327-100	\$0.99	WOODRUFF KEY		2
6	433-815	\$8.99	OIL THROWER, crankshaft		1
7	460-440	\$2.99	SHIM, aligns sprocket heights, 0.006"		A/R
10	425-050	\$84.99	MAIN BEARING SET, standard	1500 - 1600 Tri-metal bearings (copper-lead-tin with babbitt overlay, on steel backing)	1
	425-100	\$84.99	MAIN BEARING SET, .010"		1
	425-150	\$84.99	MAIN BEARING SET, .020"		1
	425-200	\$84.99	MAIN BEARING SET, .030"		1
	425-250	\$84.99	MAIN BEARING SET, .040"		1
	425-300	\$89.99	MAIN BEARING SET, standard	1622 Tri-metal bearings (copper-lead-tin with babbitt overlay, on steel backing)	1
	425-350	\$89.99	MAIN BEARING SET, .010"		1
	425-400	\$89.99	MAIN BEARING SET, .020"		1
	425-450	\$89.99	MAIN BEARING SET, .030"		1
	425-500	NA	MAIN BEARING SET, .040"		1
11	425-550	\$10.39	THRUST WASHER SET, standard		1
	425-600	\$13.79	THRUST WASHER SET, .005"		1
	425-650	\$13.79	THRUST WASHER SET, .010"		1
12	460-480	NA	CONNECTING ROD, #1 & 3	1500 - 1600	2
	460-500	NA	CONNECTING ROD, #1 & 3	1622	2
	460-490	NA	CONNECTING ROD, #2 & 4	1500 - 1600	2
	460-510	NA	CONNECTING ROD, #2 & 4	1622	2
13	322-840	\$19.99	BOLT, connecting rod cap		8
14	460-520	\$1.89	LOCK PLATE, (see locktab set #82)		4
15	322-480	\$4.49	BOLT, gudgeon pin	1500 - 1600	4
	322-140	\$3.69	BOLT, gudgeon pin	1622	4
16	365-730	\$0.39	LOCK WASHER		4
17	425-700	\$89.99	ROD BEARING SET, standard	all except Twin Cam Tri-metal bearings (copper-lead-tin with babbitt overlay, on steel backing)	1
	425-800	\$89.99	ROD BEARING SET, .010"		1
	425-850	\$89.99	ROD BEARING SET, .020"		1
	425-900	\$89.99	ROD BEARING SET, .030"		1
	425-950	\$89.99	ROD BEARING SET, .040"		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
18	420-418	\$439.99	PISTON SET, standard	1500 (8.3:1 CR)	1
	420-428	NA	PISTON SET, .010"		1
	420-438	\$439.99	PISTON SET, .020"		1
	420-448	\$439.99	PISTON SET, .030"		1
	420-458	\$439.99	PISTON SET, .040"		1
	420-468	\$439.99	PISTON SET, .060"		1
	420-518	\$409.99	PISTON SET, standard	1600 (8.3:1 CR)	1
	420-528	NA	PISTON SET, .010"		1
	420-538	\$489.99	PISTON SET, .020"		1
	420-548	\$489.99	PISTON SET, .030"		1
	420-558	\$489.99	PISTON SET, .040"		1
	420-568	\$489.99	PISTON SET, .060"		1
	420-618	NA	PISTON SET, standard	1622 (8.3:1 CR)	1
	420-628	NA	PISTON SET, .010"		1
	420-638	\$489.99	PISTON SET, .020"		1
	420-648	\$489.99	PISTON SET, .030"		1
	420-658	\$399.99	PISTON SET, .040"		1

Note: Rings are included with pistons. 9:1 high compression ratio pistons are not recommended due to lower octane rating of available fuels. When installing new pistons and/or rings, always check all ring end gaps by pushing a ring about an inch into the bore and measuring the gap with a feeler gauge. The proper gap is listed in your factory manual. Build your engine to these measurements.

19	421-240	\$81.99	RING SET, standard	1500, 4-ring	1
	421-250	\$81.99	RING SET, .020"		1
	421-260	\$81.99	RING SET, .030"		1
	421-270	\$81.99	RING SET, .040"		1
	421-280	\$81.99	RING SET, .060"		1
	421-390	\$124.99	RING SET, standard	1500, 5-ring	1
	421-395	\$124.99	RING SET, .020"		1
	421-400	\$124.99	RING SET, .030"		1
	421-410	\$124.99	RING SET, .040"		1
	421-415	\$124.99	RING SET, .060"		1
	421-290	\$89.99	RING SET, standard	1600, 4-ring	1
	421-300	\$89.99	RING SET, .020"		1
	421-310	\$89.99	RING SET, .030"		1
	421-320	\$89.99	RING SET, .040"		1
	421-330	\$89.99	RING SET, .060"		1

Internal Engine

No.	Part #	Price (Each)	Description	Application	Qty Req.
	421-340	\$89.99	RING SET, standard	1622, 4-ring	1
	421-350	\$89.99	RING SET, .020"		1
	421-360	\$89.99	RING SET, .030"		1
	421-370	\$89.99	RING SET, .040"		1
	421-380	NA	RING SET, .060"		1
20	426-050	\$47.49	CYLINDER SLEEVE	1500	4
	426-060	\$47.49	CYLINDER SLEEVE	1600	4
	426-070	NA	CYLINDER SLEEVE	1622	4
These sleeves return worn or damaged cylinder bores to standard diameter. These must be fitted by a competent machine shop.					
25	451-320	\$229.99	CAMSHAFT, stock type replacement		1
	222-273	\$649.99	CAMSHAFT, fast street grind		1
26	425-000	\$20.79	CAM BEARING SET (stock type, split)		1
	425-001	\$34.99	CAM BEARING SET, "Dura-Bond"	 MORE INFO ONLINE	1
"Dura-Bond" bearings are solid for accuracy and easy installation.					
27	327-050	\$0.69	KEY		1
28		NA	PLATE	thru 1500 (e)GB258	1
	460-530	\$29.99	PLATE	from (e)GB259	1
	322-230	\$0.39	BOLT, plate to block		3
	462-385	\$0.39	LOCKWASHER for bolt		3
30	311-500	\$10.99	NUT		1
31	460-540	\$25.99	CAM SPROCKET		1
32	460-591	\$48.99	TIMING CHAIN, heavy duty upgrade		1
	114-077	\$19.99	TIMING CHAIN, original manufacturer		1
	460-590	\$10.49	TIMING CHAIN, aftermarket		1
33	460-561	\$209.99	TENSIONER ASSEMBLY, Premium	from (e)GB259 on	1
	460-560	\$14.99	TENSIONER ASSEMBLY		1
34	460-580	\$0.89	GASKET		1
36	322-250	\$0.49	BOLT		2
Timing parts are often overlooked during an engine rebuild. Cam and crank gears must not have sharp 'pointy' teeth, and must fit their keys perfectly. Timing chain wear can be determined with the chain held parallel to the floor. It should not sag appreciably. The closer to horizontal, the better the chain. The Reynolds tensioner must not be deeply grooved. It is possible for a worn tensioner pad to fall into the chain, severely damaging the engine.					
40	460-640	\$89.99	SPINDLE, distributor drive		1
41	460-300	NA	SLEEVE, distributor mounting		1
42	460-650	\$69.99	GEAR, tach drive		1
43	327-120	\$1.19	KEY		1
44	326-150	\$0.59	CLIP, end of camshaft		1
45	323-250	\$0.59	SCREW, sleeve to block		1
46	322-230	\$0.39	BOLT, clamping plate to sleeve		2
	460-638	\$89.99	TAPPET & PUSHROD SET, (8 pr.)		1
50	460-600	\$6.79	TAPPET		8
51	460-610	\$4.79	PUSHROD		8
Tappets and pushrods changed in length and diameter of the spherical mating surfaces at engine #15 GB5504. The later parts which we supply may be used in earlier engines in pairs only.					
55	460-700	NA	FLYWHEEL, cast iron (stock)		1
	460-673	\$474.99	FLYWHEEL, aluminum alloy		1
56	190-040	\$29.99	RING GEAR		1
57	325-090	\$2.39	PIN, pressure plate locating		2
When separating the engine and transmission for any reason, be sure to check the condition of the ring gear teeth. If they are battered and worn, have the ring gear replaced. Ring gear should be replaced only by experts using professional equipment.					
58	310-050	\$0.69	NUT, flywheel bolt		6
60	322-850	\$8.99	BOLT, flywheel to crankshaft		6
65	328-080	NA	PLUG, rear main bearing cap	from (e)GB40105	1
66	328-930	\$16.99	STUD, main bearing cap		6
67	311-000	\$2.19	NUT, main bearing stud		6
68	328-725	NA	STUD, oil pump, long	1500 (early pump)	1
69	328-960	\$6.69	STUD, oil pump, short	later 1500 to MKII	2/3
70	460-620	NA	PIPE, drain, in rear bearing cap	to (e)GB40104	1
75	460-720	\$119.99	SPINDLE, oil pump drive		1

No. Part#	Price (Each)	Description	Application	Qty Req.
76 460-725	\$0.99	GASKET, pump to crankcase		1
77 NA		OIL PUMP	to (e)GB46341	1
The early pump and strainer are no longer available. The later pump and strainer, #460-730 & #460-760 listed below, may be used if used together.				
78 460-730	\$78.99	OIL PUMP	from (e)GB46342	1
79 460-735	\$0.69	GASKET, strainer to pump		1
80 NA		STRAINER	to (e)GB46341	1
81 460-760	\$28.99	STRAINER (includes gasket)	from (e)GB46342	1
82 328-630	\$15.99	LOCK TAB SET		1
460-520	\$1.89	LOCK PLATE, connecting rod bolts		4
460-550	\$1.99	LOCK PLATE, cam sprocket nut		1
460-570	\$1.49	LOCK PLATE, timing chain tensioner		1
460-710	\$2.69	LOCK PLATE, flywheel		3
460-470	\$1.19	LOCK PLATE, crank pulley		1



Aluminum Alloy Flywheel

This 9 pound alloy flywheel features a replaceable steel clutch face and mechanically located ring gear.

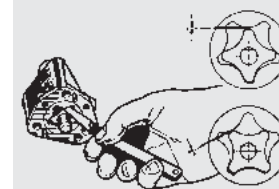
460-673 \$474.99

Checking Oil Pump Clearances

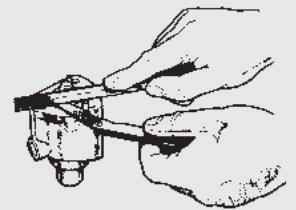
Remove the oil pump and drive spindle from the engine. Remove the bolts holding the pick-up tube/pump cover to the pump body. Withdraw the inner and outer rotors. Clean all parts, and inspect them for wear. The rotor end-float and clearances should be checked as follows:

1. Install the rotors in the pump body, place a straight edge across the face of the pump body, and measure the clearance between the top face of the rotors and the under side of the straight edge. The clearance should not exceed 0.005" (0.127 mm).
2. Check the diametrical clearance between the outer rotor and the bore of the pump body. If this exceeds 0.010" (0.254mm) the pump assembly should be replaced.
3. With the rotors installed in the pump body, measure the clearance between the rotor lobes when they are in the positions shown below. If the clearance is in excess of 0.006" (0.152mm) the pump must be replaced.

Checking lobe clearances.



Checking rotor end float.



If all is well, reassemble the pump with attention to the following points:

1. Lubricate all parts with clean engine oil.
2. Ensure that the outer rotor is installed in the pump body with its chamfered end at the driving end of the rotor pocket in the pump body.
3. After reassembling check the pump for freedom of action.
4. Refit the pump to the engine block with a new gasket.

Cylinder Head

Cross-Flow Cylinder Head

Recalling the classic racing head of the fifties, but with computer generated gas flow design, this head is opening new performance horizons for the venerable B-Series engine. Immediate performance and cooling improvements will be noticed even with stock 1-1/2" SU s, but from there the possibilities are still being explored. The heads are completely assembled with standard size MGB valves, bronze guides and hardened seats. The exhaust ports are in the original location so regular early manifolds or headers may be used. We recommend the MGA LCB header (454-855), as the manifold is highly visible. There are a number of intake options depending on your specific needs. 1-3/4" SU s offer the best balance of power and ease of operation. The Weber DCOE manifold kit and 45DCOE Carbs offer the highest flow possible for maximum power potential in modified engines. Weber Manifold kits do contain intake gaskets and some linkage components, but due to the variety of installations some fabrication may be required. (For these carburetor options, see our British Accessories Catalog at the front of this publication.) Accelerator cables are not supplied and must be fabricated. Valve interference must be checked, and "eyebrows" cut into the block for valve clearance if required.

451-690 \$2,399.00



Alloy Cylinder Heads

Better than stock heads in many ways, our new aluminum alloy cylinder heads are sure to please. Nickel steel valve seats ensure trouble free use with unleaded gasoline, while better porting and combustion chamber design combined with the greater heat dissipating properties of aluminum result in a noticeable power increase and reduced operating temperatures. Supplied with silicon-bronze valve guides installed. These heads use stock MGB valves and springs, which are installed in the

assembled heads. Valve interference must be checked, and "eyebrows" cut into the block for valve clearance if required. Bare heads require final guide and seat machining.

assembled	451-806	\$1,599.00
bare	451-805	\$1,299.00

Alloy Valve Covers

Dress up your engine bay and help muffle valve train noise with a good looking cast aluminum valve cover featuring an MG Octagon ribbed top, and a vented chrome cap

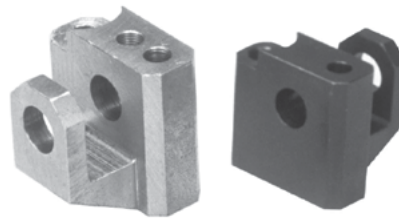
Black texture finish	224-490	\$154.99
Polished	224-508	\$109.99
Replacement Cap (chrome)	460-145	\$17.99



MG Crested Brass Valve Cover Nut

Our beautiful, solid polished brass valve cover securing nuts look terrific with either stock or accessory alloy valve covers.

460-119 \$18.99ea.



Strengthened Rocker Shaft Outer Pedestals

These are to be used with a conventionally operating rocker shaft. They differ from original outer pedestals in being cast with additional outer supporting branches which allow the use of stronger valve springs and very high engine speeds without the rocker shaft flexing.

460-268 \$399.99



Tufrided Rocker Shaft

Tufriding produces a harder wearing exterior coating on the shaft for improved reliability and is recommended for all MGAs using standard rocker arms.

433-725 \$49.99



Rocker Shaft Spacer Set

These spacers replace the springs on the rocker shaft which would otherwise, to some extent, impede the rotation of the rockers and produce excess friction and power loss. They also ensure better location of the rockers which are positioned over the valve stem more accurately. Again, these are highly recommended. Supplied as an engine set of spacers. (Rocker pedestals must be at least 0.875" wide to use these.)

460-365 \$45.99



Competition Manifold Gasket

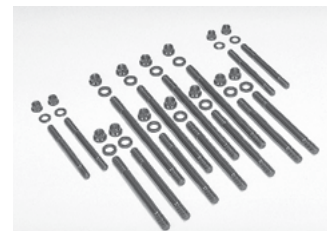
This special gasket has enlarged holes to match enlarged inlet and exhaust ports on modified cylinder heads.

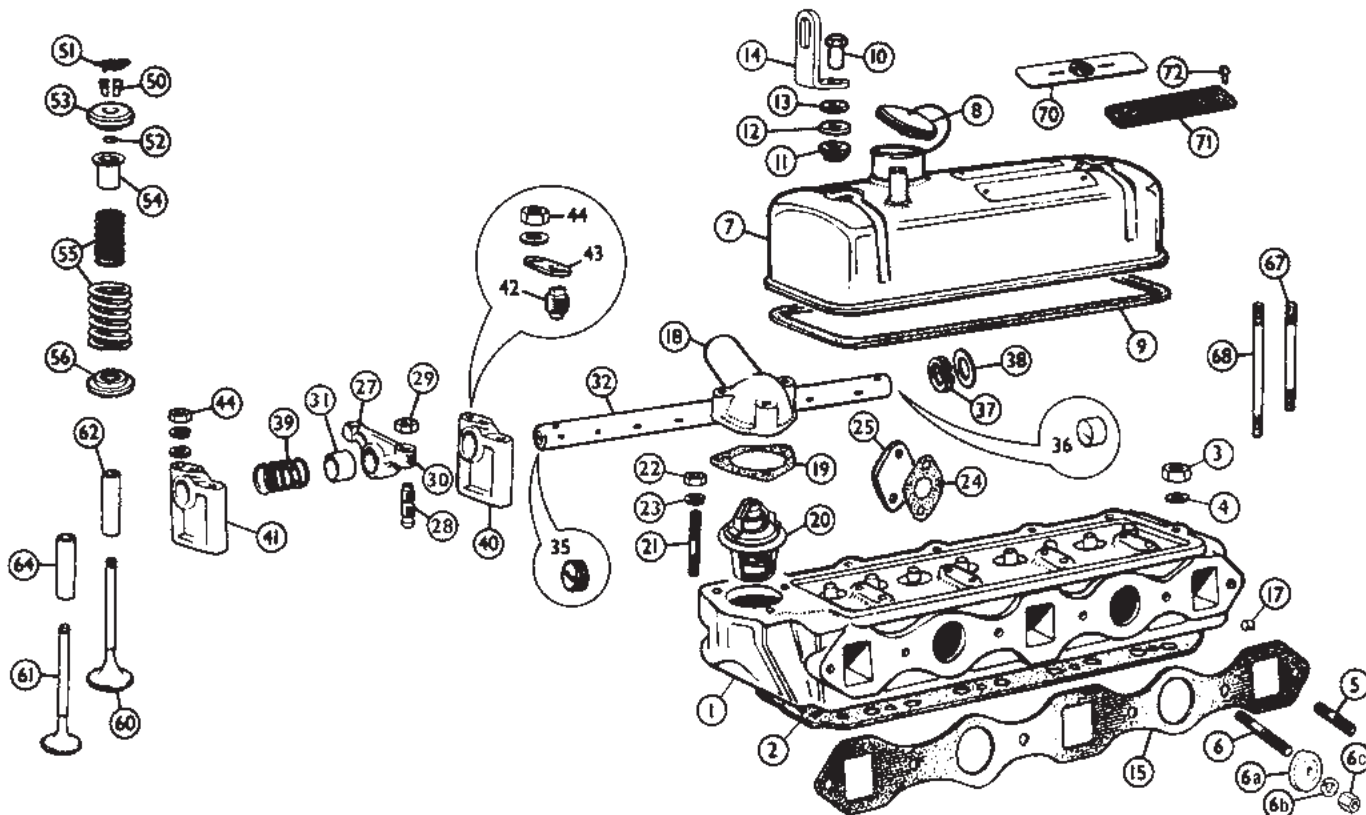
297-545 \$10.79

Competition Head Stud Kit

These high strength studs are rated at 190,000 psi - several times that of original studs. Included are head studs, rocker pedestal studs, nuts, and washers.

322-858 \$189.99





Cylinder Head

10212

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	451-518	\$999.99	CYLINDER HEAD, new, replacement w/ valves & springs		1
This early MGB head is suitable for all MGAs except Twin Cam. Check valve interference, and "eyebrows" cut in block if required.					
	296-420*	\$29.99	HEAD GASKET SET Includes all items marked *		1
2	296-400*	\$21.99	GASKET, cylinder head MORE INFO ONLINE		1
	296-700	\$22.99	GASKET, cylinder head, Cobalt brand		1
	296-405	\$36.99	GASKET, cylinder head, composite, Payen		1
3	310-280	\$0.99	NUT, cylinder head stud, stock type		11
	114-122	\$3.19	NUT, cylinder head, flanged upgrade replacement		11
4	324-725	\$1.09	WASHER, cylinder head stud		11
5	328-900	\$2.69	STUD, exhaust manifold to head, short (outer)		2
6	328-910	\$1.89	STUD, exhaust manifold to head, long (inner)		4
	460-090	\$2.19	WASHER, manifold retaining		4
	365-730	\$0.39	LOCKWASHER		6
	311-535	\$9.99	NUT, steel OE type		6
	311-540	\$0.79	NUT, brass replacement		6
7	NA		VALVE COVER (see accessory section for valve covers)		1
8	460-100	\$22.99	OIL CAP, stock type		1
	460-145	\$17.99	OIL CAP, chromed (no cable)		1
9	296-310*	\$2.99	GASKET, valve cover, stock type		1
	296-311	\$25.99	GASKET, valve cover, silicone		1
10	460-110	\$2.99	CAP NUT, valve cover		2
	460-045	\$5.79	CAP NUT, valve cover, chromed		2
11	460-120	\$0.99	BUSHING, rubber		2
12	460-130	\$0.79	WASHER, cupped, plain		2
	460-135	\$2.49	WASHER, cupped, chromed		2
13	460-115	\$2.29	DISTANCE PIECE		2
14	386-745	\$10.99	BRACKET, engine lifting		2
15	297-535*	\$9.79	GASKET, manifold		1
17	328-270	\$1.99	PLUG, cylinder head oil feed		1
18	460-845	\$9.99	ELBOW, water outlet		1
19	296-381	\$2.19	GASKET, "Klingersil" material MORE INFO ONLINE		1
	296-380	NA	GASKET, stock type cork		1
20	434-156	\$149.99	THERMOSTAT, original type with sleeve		1
	434-180	\$7.99	THERMOSTAT, 160°	hot climates	1
	434-189	\$7.99	THERMOSTAT, 180°	standard conditions	1
	434-195	\$7.99	THERMOSTAT, 195°	cold climates	1
	434-135	\$9.99	SLEEVE, thermo. bypass blanking	(see page 17)	1
21	328-605	\$1.89	STUD, water outlet elbow		3

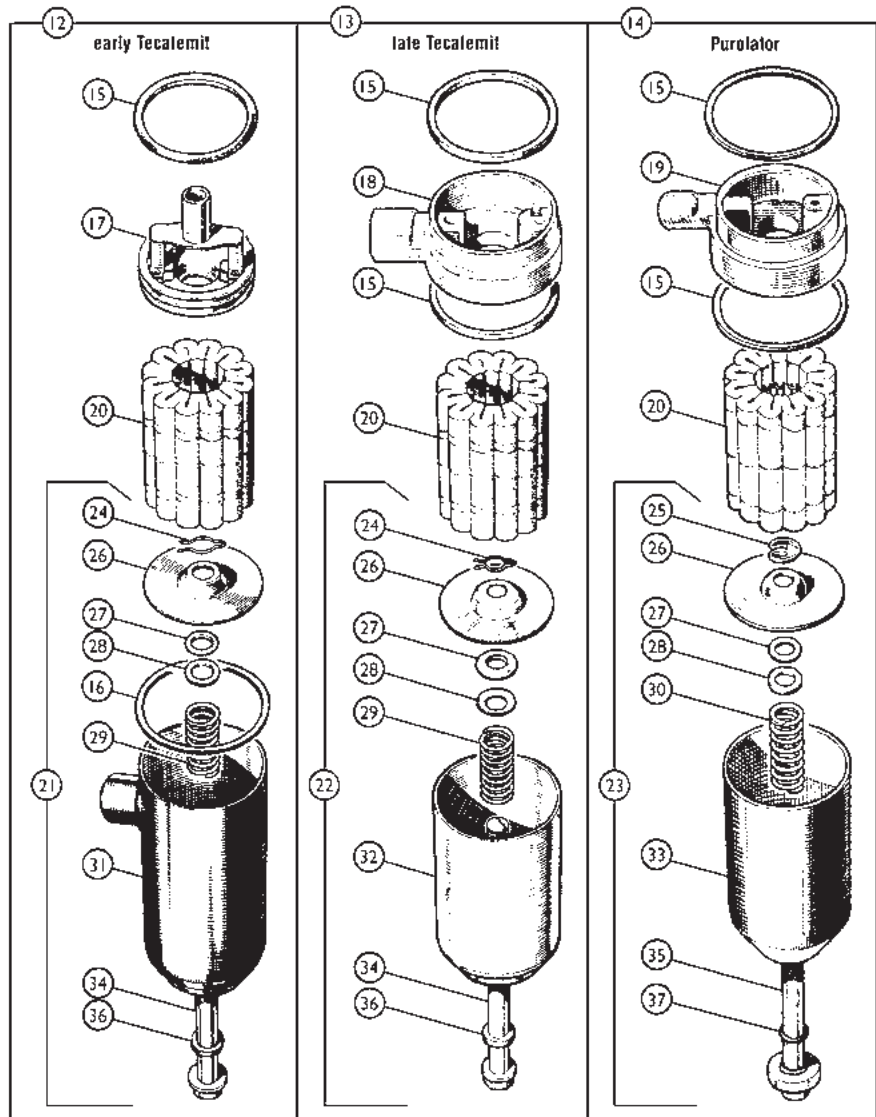
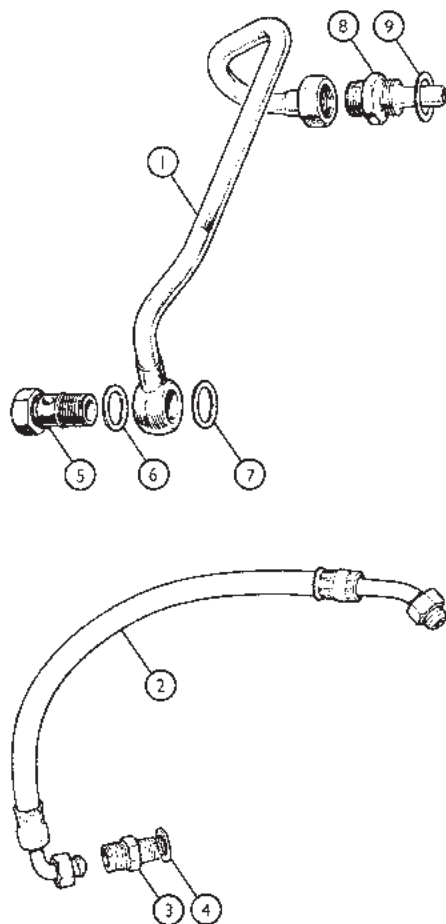
No.	Part#	Price (Each)	Description	Application	Qty Req.
22	310-140	\$0.39	NUT for stud		3
23	365-730	\$0.39	LOCKWASHER for nut		3
24	697-360	\$0.39	GASKET, heater valve		1
25	460-140	\$13.79	COVER, heater valve port	(when heater is not fitted)	1
27	460-250	\$15.99	ROCKER ARM		8
28	460-260	\$1.89	SCREW, rocker arm adjusting		8
29	310-150	\$0.39	NUT, adjusting		8
30	325-240	NA	PLUG, oil drilling		8
31	330-150	\$1.99	BUSHING (must be drilled for oil holes and reamed)		8
32	451-340	\$29.99	ROCKER SHAFT, standard		1
	433-725	\$49.99	ROCKER SHAFT, tufridged for longer wear		1
35	328-080	NA	PLUG, threaded		1
36	328-290	\$15.99	PLUG, plain		1
37	329-470	NA	WASHER, double coil		2
38	NA		WASHER, plain		2
39	329-220	\$3.89	SPRING		3
40	460-230	\$23.99	BRACKET, with tapped hole		1
41	460-240	NA	BRACKET, plain		3
42	460-270	\$2.69	SCREW		1
43	460-280	\$4.79	LOCK PLATE		1
44	310-140	\$0.39	NUT, rocker bracket stud		4
50	460-210	\$9.99	VALVE COTTER	sold in pairs	8
51	326-120	\$1.49	CLIP		8
52	297-108*	\$1.39	VALVE STEM SEAL SET	Set of 8	1
53	460-205	\$5.99	VALVE RETAINER, replacement (do not use with #54)		8
54	433-020	\$9.79	OIL DEFLECTOR		8
55	423-430	\$32.99	SPRING SET, valve		1
56	460-220	\$3.89	COLLAR		8
60	423-130	\$7.79	INTAKE VALVE, 1.500" dia.	1500 - 1600	4
	423-140	\$7.79	INTAKE VALVE, 1.563" dia.	MKII (1622)	4
61	423-110	\$7.89	EXHAUST VALVE	1500 - 1600 (1.281" dia.)	4
	423-115	\$29.99	EXHAUST VALVE, stainless, stellite tip	dia.)	4
	423-151	\$7.99	EXHAUST VALVE, stainless steel	MKII (1622) (1.344" dia.)	4
	423-155	\$29.99	EXHAUST VALVE, stainless, stellite tip	dia.)	4
62	423-240	\$2.99	INTAKE GUIDE, stock		4
	423-245	\$13.99	INTAKE GUIDE, manganese-bronze		4
64	423-250	\$2.99	EXHAUST GUIDE, stock		4
	423-255	\$13.99	EXHAUST GUIDE, manganese-bronze		4
67	328-970	\$4.49	STUD, rocker bracket, short		2
68	328-980	\$3.39	STUD, rocker bracket, long		2
70	408-800	\$4.79	VALVE COVER PLATE, MG crest		1
71	408-810	\$6.99	VALVE COVER PLATE, patent number		1
72	458-765	\$0.89	RIVET, valve cover plates		4

Toll-Free Orders 1-800-667-7872 | MossMotors.com
Fax 805-692-2525 | Local 805-681-3400

mooss

Prices subject to change. See MossMotors.com for current pricing.

Oil System



Oil System

10213

No.	Part#	Price (Each)	Description	Application	Qty Req.
1			NA PIPE ASSEMBLY, filter to block	1500 to (e)GB26932	1
	460-830		NA PIPE ASSEMBLY, filter to block	{ from 1500 (e)GB26933 thru 1622 MKII	1
2	435-585	\$39.99	PIPE, flexible (rubber)	} replacement for original pipes above	1
3	435-590	\$5.99	ADAPTER		1
4	324-800	\$0.69	WASHER, copper		1
6	324-800	\$0.69	WASHER, copper, inner		1
7	324-800	\$0.69	WASHER, copper, outer		1
8			NA ADAPTOR	1500 to (e)GB11297	1
	460-820	\$39.99	ADAPTOR	{ from 1500 (e)GB11298 thru 1622 MKII	1
9	324-800	\$0.69	WASHER, copper		1
12			NA OIL FILTER ASSEMBLY, early Tecalemit	1500 to (e)GB26932	1
13			NA OIL FILTER ASSEMBLY, late Tecalemit	alternatives from	1
14			NA OIL FILTER ASSEMBLY, Purolator	1500 (e)GB26933 thru 1622 MKII	1

Complete assemblies interchange, provided the correct pipe (#1) or replacement rubber flex pipe (#2) with adapter (#3) and washer (#4) are used.

15	435-335	\$1.19	SEALING RING	all	2
16			NA SEALING RING	early Tecalemit	1
17			NA HEAD ASSEMBLY	early Tecalemit	1
18	460-900		NA HEAD ASSEMBLY	late Tecalemit	1
19	460-850		NA HEAD ASSEMBLY	Purolator	1
20	950-010		NA FILTER ELEMENT, felt, "Crosland" brand		1
	950-510	\$9.99	FILTER ELEMENT, felt (various manufacturers)		1
	950-030		NA FILTER ELEMENT, paper, "Crosland" brand		1
	950-530	\$4.99	FILTER ELEMENT, paper (various manufacturers)		1
21			NA CANNISTER ASSEMBLY	early Tecalemit	1
22	435-328		NA CANNISTER ASSEMBLY	late Tecalemit	1

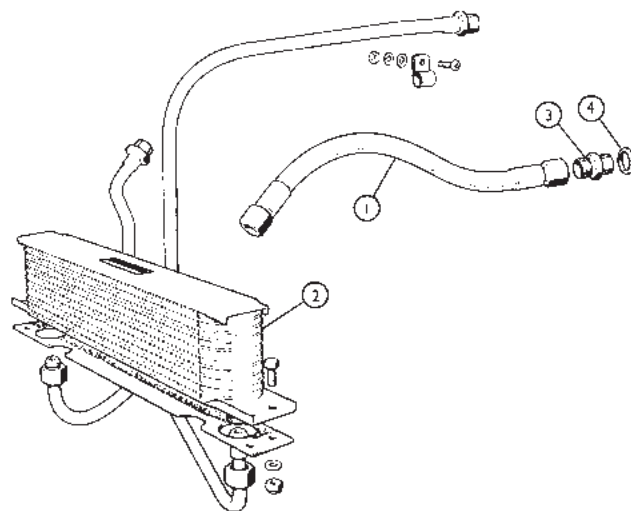
No.	Part#	Price (Each)	Description	Application	Qty Req.
23	435-338		NA CANNISTER ASSEMBLY	Purolator	1
24	326-205	\$1.69	SPRING CLIP (replacement)	Tecalemit	1
25	326-205	\$1.69	SPRING CLIP	Purolator	1
26	435-150	\$11.99	PLATE		1
27	435-560	\$0.69	WASHER, felt	} all	1
28	435-570	\$0.89	WASHER, steel		1
29	329-230	\$10.99	SPRING	Tecalemit	1
30	329-120		NA SPRING	Purolator	1
31			NA CANNISTER	early Tecalemit	1
32	460-770		NA CANNISTER	late Tecalemit	1
33	435-327		NA CANNISTER	Purolator	1
34	460-790		NA BOLT	Tecalemit	1
35	460-800		NA BOLT	Purolator	1
36	460-805	\$1.99	SEAL	Tecalemit	1
37	460-815		NA SEAL	Purolator	1



Oil Cooler Kit, accessory type

Oil not only lubricates, but also plays an important role in cooling critical engine components. Lower engine oil temperature means lower overall engine temperature. If you live in a hot climate, or like to drive your sports car hard, an oil cooler will definitely prolong the life of your engine. Unlike the factory oil cooler, this mounts with the inlet and outlet facing upwards. Holes must be made in the radiator support for the hoses to go through.

OIL COOLER KIT, rubber hoses	235-920	\$139.99
OIL COOLER KIT, stainless hoses	235-921	\$144.99
OIL HOSE, 45 1/2"	435-660	\$44.99
OIL HOSE, 26"	435-650	\$36.99
OIL RADIATOR, 13-row	235-925	\$69.99



Oil Cooler Kit, original type

10301

No.	Part#	Price (Each)	Description	Application	Qty Req.
	435-300	\$43.99	HOSE	factory option thru 1600 MKII to (c)102736 (std. equip. thereafter)	2
	235-925	\$69.99	OIL RADIATOR (13-row)		1
	435-590	\$5.99	UNION		1
	324-800	\$0.69	WASHER		1



Braided Stainless Steel Oil Cooler Hoses

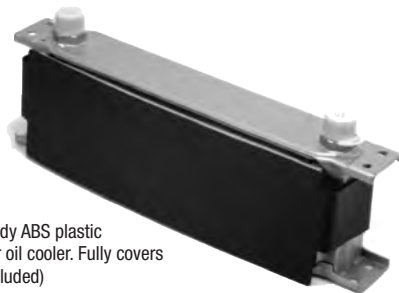
Heavy duty (and attractive) alternatives to the stock plain rubber ones.

26" Braided Hose with 90/45 ends	435-690	\$41.99
39" Braided Hose with 90/45 ends	435-680	\$46.99
45 1/2" Braided Hose with 90/45 ends	435-700	\$44.99
47 1/2" Braided Hose with 45/straight ends	435-710	\$48.99

Oil Cooler Shroud

To prevent over-cooling of your oil in extremely cold weather, use this sturdy ABS plastic shroud to block air flow through your oil cooler. Fully covers 13-row oil coolers. (Oil cooler not included)

235-805	\$21.99
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Spin-on Oil Filter Adaptor Kit

This is the cleanest and most "original" looking spin-on oil filter available for your MGA. The adaptor bolts directly to the block, replacing the original Tecalemit or Purolator filter head. Makes routine oil changes much easier and a lot less messy. Filter sold separately.

Adaptor Kit	235-940	\$42.99
Spin-On Filter, Fram	235-880	\$10.99
Spin-On Filter, K&N	235-830	\$28.99
Spin-On Filter, Wix	235-855	\$18.99

Cylinder Head Inspection

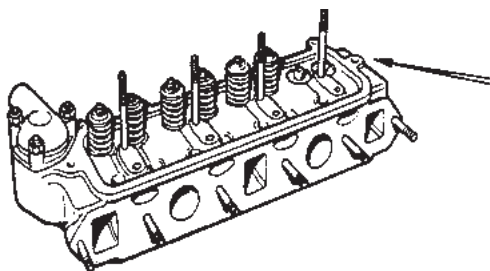
MGA cylinder heads are sturdy and will run acceptably well when far past their prime. In some aspects, this is not advantageous as faults such as bad valve guides, burned valves, and cracked seats are not discovered until they are fatal to the head.

Cracking is the most common problem with MGA heads. Improper torque and overheating are the prime cause of cracks found in the seats and the exterior casting between number two and three cylinders. A small crack may be successfully repaired by a machinist using a new seat. Welding is sometimes attempted, but do not expect a lot of success with cracks that appear on the exterior of the head or in the gas passages. Welds can fail unexpectedly regardless of the skill of the welder.

Before carrying out any work on the head, clean the combustion chambers and inspect the valves and seats for obvious problems such as burned valves and cracks.

An easy (on the bench) leak test can be done with solvent or carburetor cleaner. Pour a small amount of the fluid into the ports and set the head down on its face. After a few seconds lift the head, and observe how much fluid has seeped around the valves; the more fluid, the poorer the seal.

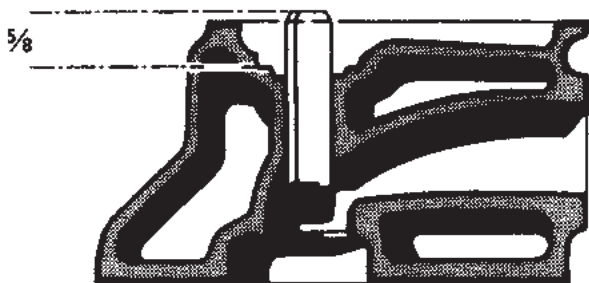
Before spending time and money on your head, have it magnafluxed at a machine shop. This is an inexpensive process that will reveal any cracks.



Since all MGA heads are virtually interchangeable you should know what you have on your car. Look to the rear of the head - there is usually a number cast in the surface between the stud holes. Generally a "15" denotes a 1500 or 1600 head and a "16" indicates a 1600 MKII (1622) head. An "18" is an MGB head. Many heads were unmarked and there are exceptions. Be sure not to order cylinder head parts by external appearances. Measure your valves and order accordingly.

The 1600 MKII carried a head with improved casting, greater port volume and larger valves. This was the pattern followed for the MGB 1800 heads.

When exchanging cylinder heads keep in mind that although the castings are interchangeable throughout the range, you should go 'up' not 'down'. For example, an 1800 is suitable for a 1500, but it is counterproductive to install a 1500 head on an 1800 engine.



Valve Guide Installation

Be sure to check valve stems and valve guides for wear before grinding the valve faces. Worn guides can be driven out toward the combustion chamber side by using a 9/16" diameter steel rod or punch. Press the new valve guides into the head from the top until they are 5/8" from the spring seat as illustrated below. Intake guides are fitted with the widest bevel at the top and exhaust guides are fitted with the counterbored ends at the bottom.

Installing the Cylinder Head

One of the most common complaints about the MGA is its leaky head gaskets. This need not be, and is usually a symptom of poor assembly, rather than a fault of the car. A few simple procedures will produce a leak free installation.

The first consideration is the method of removal. The proper sequence should be followed in slackening the head nuts as well as tightening them. Do not use sharp edged tools to pry at the edges of the head. If force is necessary, gently tap the head around its perimeter with a soft-faced hammer. If it is necessary to lever the head, the lug at the back and the thermostat housing may be used to brace the lever.

A good seal can be achieved only if the mating surfaces of the head and block are clean and flat. A good, if rather tedious cleaning method is to scrape the surfaces with a single edge razor blade. Solvent or carburetor cleaner is used to help soften the old gasket. If the studs

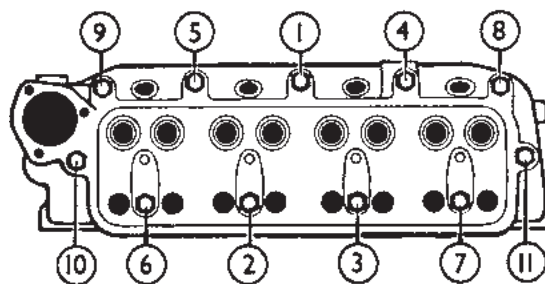
are removed, a sanding block with 80 grit waterproof paper is used to finish the surfaces.

Low spots will show up as dark areas when the sandpaper block method is used. This method requires some care that the grit and particles do not enter the interior of the block or cylinders. The threaded holes must be cleaned out too. Cleanliness is a prime importance, although less critical if the assembly is to be hot-tanked and washed before reassembly.

Check the head and block surfaces for flatness. If the head is warped it will have to be planed. Unless you are building a modified engine, have as little metal as possible removed. Your block may also have to be planed, and many shops will pass a block over the planer as a matter of course. See our engine section for tips on countersinking the stud holes, which is of primary importance if your block has been planed.

Installation, as the saying goes, is the reversal of the above procedure. Wipe the surfaces with a cleaner, and see that they remain clean and dry throughout the operation. Check the new gasket; it's usually marked for 'top' and 'front'. If not, it is an easy matter to line up everything to see that it will be installed correctly. Although instructions in the gasket package and in some of the shop manuals may say that no gasket sealer is required, a light coating of 'High Tack' or 'Kopper Kote' sprayed on the gasket will help prevent leaks. This is especially true with the composition gaskets supplied instead of the copper in many of today's sets.

While the gasket is drying, replace the studs and wipe any grit from the surface of the block. Studs only need to be torqued to twenty-five ft./lbs. or so. Check the studs carefully for stretched and damaged threads. Replace any that are damaged (#328-940, #328-950). By now, thirty or so years after manufacture, it is a good idea to replace the old studs and nuts. Place the gasket over the studs carefully. Lower the head into place, install the push rods, rocker assembly and washers and nuts. Now is where all the careful preparation can go wrong.



Torquing must be done accurately and in the proper sequence. Go around the head three or four times, increasing the torque each time. Start at twenty-five ft./lbs., go to forty ft./lbs. and finish up at fifty ft./lbs. Studs with a dot or the number 22 on the end will take more torque than the unmarked studs. It is safe to torque these to sixty ft./lbs., but only if all studs are so marked.

Engine Tech.

Running clearances are most important to the success and longevity of your rebuild. Oil pressure problems traceable to improper running clearances are commonly found in the oil pump, main bearings, cam bearings and relief valve assemblies.

Check the **oil pump**...excessive wear and roughness of interior surfaces indicate the need for a new pump. Refer to page 9 for specifications and details.

Crankshaft **main bearing clearances**. Never attempt to compensate for excess main bearing journal clearance by installing oversize bearings on a crankshaft that has not been turned to accept them. Double check reground journals with Plastigauge while installing the crank. Bearing running clearances are listed in the factory shop manual. Wash the oil passages in the crank and block with aerosol carburetor cleaner before assembly. Always use a thin smear of an assembly lubricant. This protects the bearings until the oil reaches the journals. Never attempt to start a new or freshly rebuilt engine without first priming the oil system by removing the spark plugs and turning the engine over with the starter until pressure registers on the gauge.

Worn **cam bearings** are a prime source of low oil pressure. New bearings should be installed and finished to correct running tolerances by a competent machinist. Cam bearings must be replaced if you have your block hot tanked.

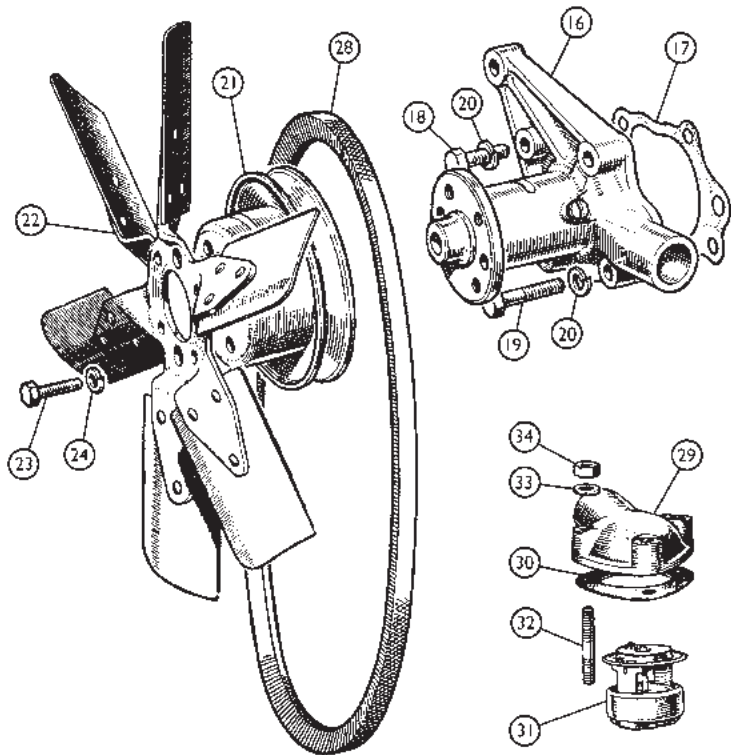
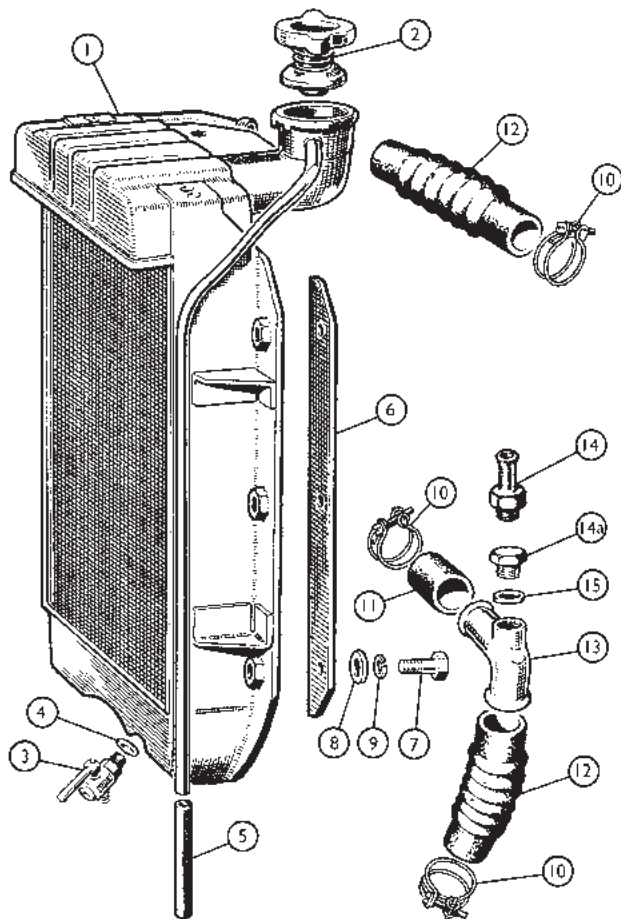
Oil Pressure Spring and Valve Assembly. The MGA oil pressure relief spring (#329-210) measures 3 inches in length. If the spring is shorter than this, low oil pressure will result. Do not stretch or shim the spring to adjust oil pressure. Replace the valve plunger if any wear is evident on the seating face.

The six **flywheel bolts** (#322-850) must be set in the crank before the crank is installed in the block. Once the main caps are in place, installing these bolts is practically impossible. Damaged and/or stretched flywheel bolts will result in improper torque and a loose flywheel. Replace any that are not in good condition. Use new nuts and a thread locking compound along with new lock tabs.

Check the **block deck** surface as well as the cylinder head surface for straightness. Use a steel straight edge and a feeler gauge to measure along the length and diagonals of the block. MGA blocks are commonly shallow between cylinders number two and three. Remove as little of the block surface as possible; .005 will usually suffice. Counter sinking the head studs will help make a good gasket seal. The studs typically pull up the topmost thread which holds the gasket away from the block surface. Use a suitably sized drill bit or countersink and just touch the hole to knock off the top thread. Always make sure your pistons do not stand more than .010 above the deck after installation. An often surfaced deck may allow new pistons to hit the head. Mill piston tops to remove excess metal.

Flywheel **ring gears** are prone to considerable wear and can result in starter motor pinion gears becoming jammed. A temporary fix is to rock the car backwards in first gear or use a wrench on the commutator end of early style starter motors. Since a permanent cure involves removing the engine, we recommend careful examination whenever it is removed for other maintenance, such as clutch replacement. Keep in mind that the ring gear wears mostly in two small areas relating to where the pistons come to rest in the cylinder bores. Ring gears are a heat-shrink fit and are best installed by your local automotive machine shop. The cost of replacement is not expensive and offers cheap insurance against a common problem.

Cooling System



Cooling System

10214

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	456-050	\$399.99	RADIATOR, Classic Gold (with overflow tube)		1
	456-051	\$349.99	RADIATOR, aluminum		1
2	202-020	\$6.99	RADIATOR CAP, 4 lbs	normal	1
	583-004	\$5.99	RADIATOR CAP, 7 lbs	raises boiling temp.	1
3	460-020	\$24.99	TAP, radiator drain (replica)		1
4	324-671	\$0.99	WASHER, for drain tap		1
5	470-030	\$1.79	DRAIN TUBE		1
6	296-110	\$8.99	PACKING SET, radiator mounting		1
7	322-040	\$0.59	BOLT, radiator mounting		6
8	365-720	\$0.79	WASHER, flat		6
9	365-730	\$0.39	LOCKWASHER		6
10	326-408	\$16.99	CLAMP SET	6 original wire clamps	1
	326-430	\$3.59	CLAMP, radiator hose		6
	470-278	\$21.99	RADIATOR HOSE SET		1
11	434-487	\$10.99	RADIATOR HOSE, pipe to pump		1
12	470-270	\$6.39	RADIATOR HOSE, upper & lower (replacement)		2
	470-286	\$10.99	RADIATOR HOSE, upper & lower (silicone)		2
13	470-040	\$28.99	PIPE, water branch		1
14	473-080	\$11.99	NIPPLE (used when heater is fitted)		1
	328-040	\$19.99	PLUG (used when heater is not fitted)		1
15	324-660	\$0.89	WASHER		1
16	460-952	\$39.99	WATER PUMP, less pulley	all except Twin Cam	1
	460-960	NA	REPAIR KIT	single bearing pump	1
	460-965	\$29.39	SEAL, rear	only from (e)GB39365	1
17	296-320	\$1.39	GASKET, pump to body		1
	321-019	\$3.99	BOLT & LOCKWASHER SET, water pump mounting		1
18	320-695	\$0.89	BOLT, water pump mounting, short		2
19	320-415	\$0.89	BOLT, water pump mounting, long		2
20	324-030	\$0.29	LOCKWASHER		4
21	460-920	NA	PULLEY	original type	1
	460-921	\$64.99	PULLEY, replacement	machined solid steel	1
22	460-930	\$124.99	FAN	original type	1
	434-332	\$69.99	FAN, plastic replacement (see below for details)		1
23	322-230	\$0.39	BOLT, fan to pulley		4

No.	Part#	Price (Each)	Description	Application	Qty Req.
24	324-020	\$0.20	LOCKWASHER		4
28	460-990	\$6.49	FAN BELT		1
29	460-845	\$9.99	ELBOW, water outlet		1
30	296-381	\$2.19	GASKET, high strength "Klingsil"	MORE INFO ONLINE	1
	296-380	NA	GASKET, stock type cork		1
31	434-156	\$149.99	THERMOSTAT, 160°, orig type with sleeve		1
	434-180	\$7.99	THERMOSTAT, 160° (summer)	} modern replacement type	1
	434-189	\$7.99	THERMOSTAT, 180° (std.)		1
	434-195	\$7.99	THERMOSTAT, 195° (winter)		1
32	328-605	\$1.89	STUD, thermostat housing		3
33	365-720	\$0.79	WASHER, flat		3
34	310-140	\$0.39	NUT		3



Plastic Replacement Fan

Strong, lightweight plastic became the preferred material for fans in the 1970s. This fan is a perfect reproduction of the factory's plastic replacement for the troublesome early metal fans.

434-332 \$69.99

MGA water pumps incorporate a carbon race seal design which must be perfectly lapped against the impeller to insure a leak-free seal. For best results, new pumps should be installed and then run dry for approximately 30 seconds without coolant. Modern antifreeze mixtures are so efficient that they prevent the friction necessary to break in the seal.



Thermostat Bypass Blanking Sleeve

Fine reproduction of the original works competition part 11G176. For sustained maximum power and speed, such as under racing conditions, it is advantageous to remove the thermostat to ensure maximum water flow, but only when this sleeve is fitted. By merely removing the thermostat, some uncooled water will go through the bypass. This sleeve minimizes this to provide maximum cooling.

434-135 \$9.99



Fan Shroud

Significantly reduce overheating problems with the "missing link" of your MGA's cooling system. This sturdy unit attaches to your existing radiator mounts, and greatly increases the efficiency of the fan by forcing air to be pulled through the radiator instead of around it. Will require modification for use with an aluminum radiator.

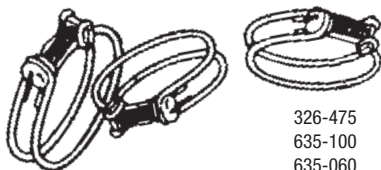
459-645 \$64.99

Water Wetter



Cool your classic this summer or make your cockpit warmer this winter! Water Wetter is a wetting agent which helps coolant "bond" to metal surfaces thus increasing heat transfer. Increases the efficiency of water! Your car can run up to 15° cooler. Highly recommended for all climates.

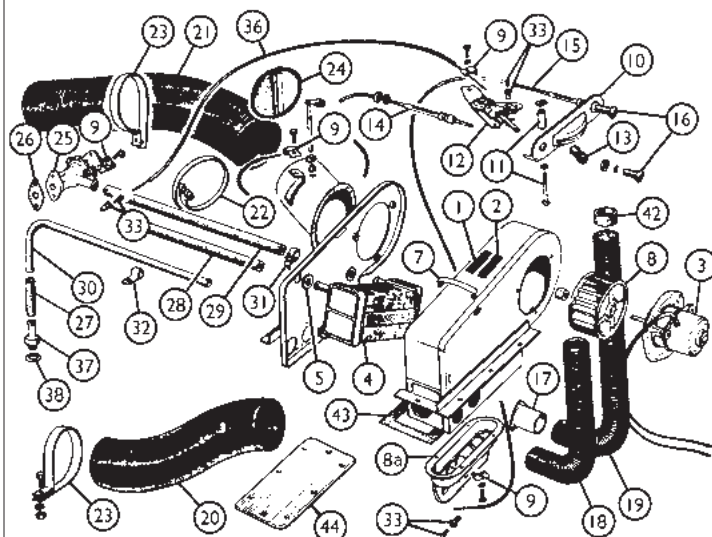
220-115 \$24.99



Original-Type Hose Clamps

These wire-type clamps were original equipment on MGAs. Zinc plated for long-lasting durability and appearance, they're necessary for a correct restoration. Just measure the outside diameter of your hoses to determine which ones you need.

326-475	7/16" to 9/16"	\$2.29
635-100	9/16" to 3/4"	\$3.49
635-060	5/8" to 13/16"	\$1.99
635-345	11/16" to 7/8"	\$2.99
635-101	3/4" to 1"	\$2.39
326-490	13/16" to 1 1/16"	\$2.69
326-410	1" to 1 1/4"	\$2.89
635-355	1 1/8" to 1 3/8"	\$3.29
326-465	1 1/4" to 1 7/16"	\$1.99
635-330	1 5/16" to 1 1/2"	\$2.39
326-430	1 3/8" to 1 9/16"	\$3.59
326-440	1 7/16" to 1 5/8"	\$2.39
326-450	1 5/16" to 1 13/16"	\$4.49
635-102	1 11/16" to 1 7/8"	\$2.49
031-724	1 7/8" to 2"	\$2.19
635-103	1 15/16" to 2 1/8"	\$5.69
635-104	2 1/16" to 2 1/4"	\$3.99
326-230	2 3/16" to 2 7/16"	\$3.59
326-460	2 7/16" to 2 5/8"	\$2.69

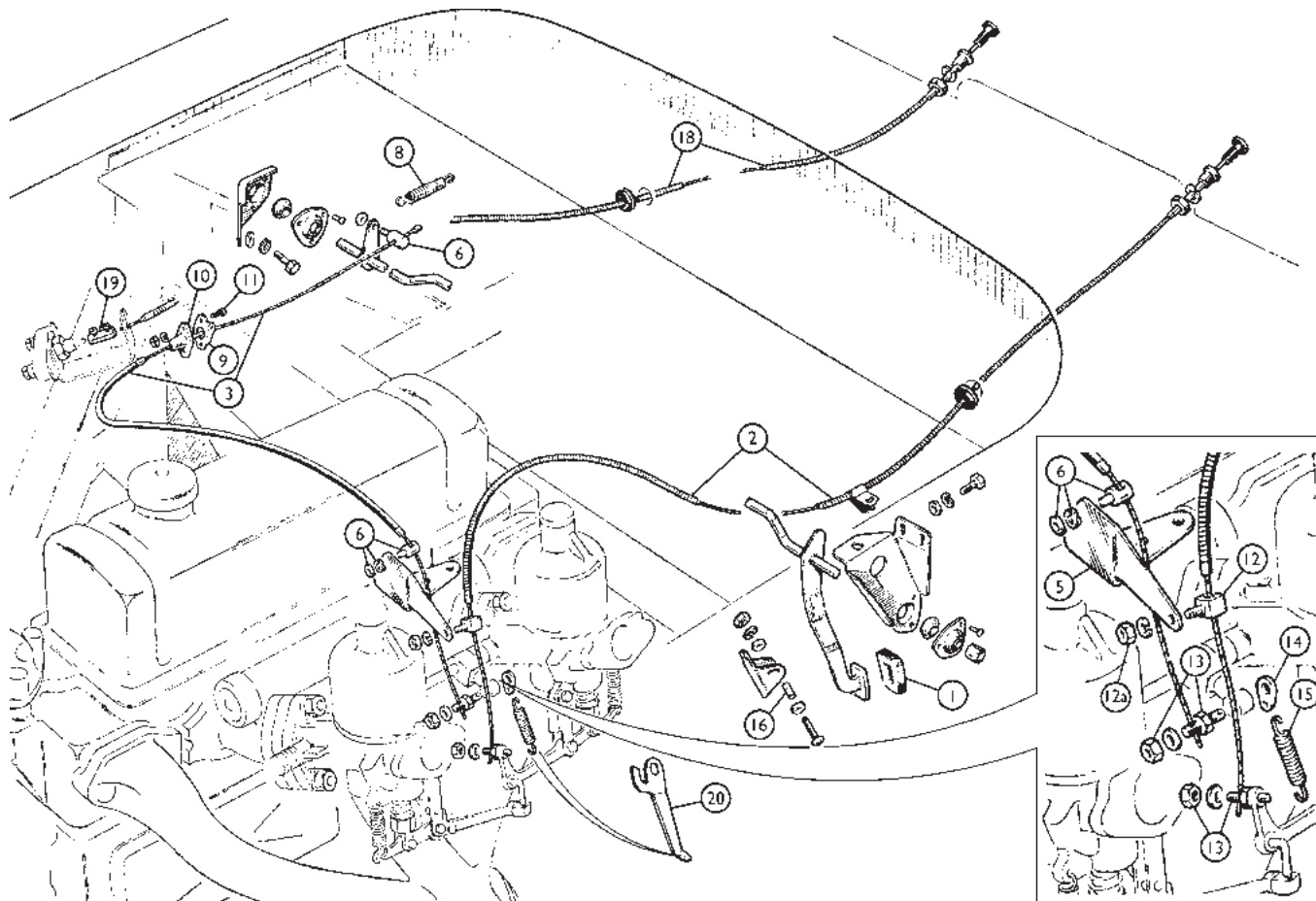


Heater

10215

No.	Part#	Price (Each)	Description	Application	Qty Req.
	362-900	NA	HEATER ASSEMBLY	(all except Twin Cam)	1
2	408-360	\$5.99	PLATE, 'Caution'		1
3	363-040	\$119.99	BLOWER MOTOR, replacement		1
4	360-675	\$159.99	HEATER CORE		1
5	280-190	\$0.89	GROMMET		2
7	363-025	\$1.79	CLIP, side cover		5
8	473-010	NA	FAN		1
8a	360-676	\$116.99	DOOR ASSEMBLY, heater outlet		1
9	473-170	\$2.99	CLAMP, cable	(for various cables)	4
	466-385	\$0.79	BOLT for cable clamp		4
	324-110	\$0.29	STAR WASHER for bolt		4
10	360-450	\$14.99	PANEL, heater control		1
11	322-215	\$12.99	BOLT & SPACER		2
12	360-455	\$49.99	LEVER & SWITCH ASSEMBLY		1
13	150-810	\$5.99	KNOB, heater blower, with letter 'B'		1
14	331-330	\$68.99	AIR CONTROL CABLE, less knob		1
15	331-320	\$49.99	DEMIST CONTROL CABLE, less knob		1
16	150-880	\$5.99	KNOB, control cables		2
17	473-030	\$23.99	TUBE, defroster		2
	456-188	\$114.99	AIR HOSE SET, 5 original type hoses		1
18	456-170	\$10.99	AIR HOSE, 14", original type		1
19	456-185	\$16.99	AIR HOSE, 25", original type		1
20	456-110	\$28.99	AIR HOSE, 4" x 18", original type, to carbs		2
21	456-120	\$38.99	AIR HOSE, 4" X 31", original type, to heater		1
These hoses are supplied compressed in length, and must be stretched to correct length for installation.					
22	326-360	\$5.99	CLAMP, for 4" air hose, pin drive	OE type	4
	326-365	NA	CLAMP, for 4" air hose, hex drive	alternative	4
23	326-220	\$4.79	"P" CLIP, for 4" air hose		3
24	363-415	\$17.99	SEAL, air valve		1
25	360-410	\$26.99	VALVE, heater shut off		1
	322-230	\$0.39	BOLT, heater valve to engine		2
	324-855	\$0.19	LOCKWASHER for bolt		2
26	697-360	\$0.39	GASKET, heater valve		1
	456-238	\$7.99	WATER HOSE SET		1
27	456-220	\$0.79	HOSE, 2-1/2"		1
28	473-050	\$2.89	HOSE, 12-1/2"		1
	473-051	\$13.79	HOSE, 12-1/2", silicone	(not included in set)	1
29	473-060	\$3.99	HOSE, 14"		1
	473-061	\$20.99	HOSE, 14", silicone	(not included in set)	2
30	473-040	\$24.99	PIPE		1
31	326-308	\$6.99	CLAMP SET (replacement type) for #27, 28, 29 (6 clamps)		1
32	802-705	\$1.39	CLIP		2
33	473-070	\$1.79	CABLE STOP & SCREW		4
36	331-000	\$8.29	CABLE, water valve		1
37	473-080	\$11.99	NIPPLE		1
38	324-780	\$1.99	WASHER		1
42	473-220	\$7.99	ADAPTOR		2
43	282-750	\$3.99	SEAL, heater mounting, rubber		1
44	457-885	\$64.99	BLANKING PLATE (when heater is not fitted)		1

Engine Controls



Engine Controls

10216

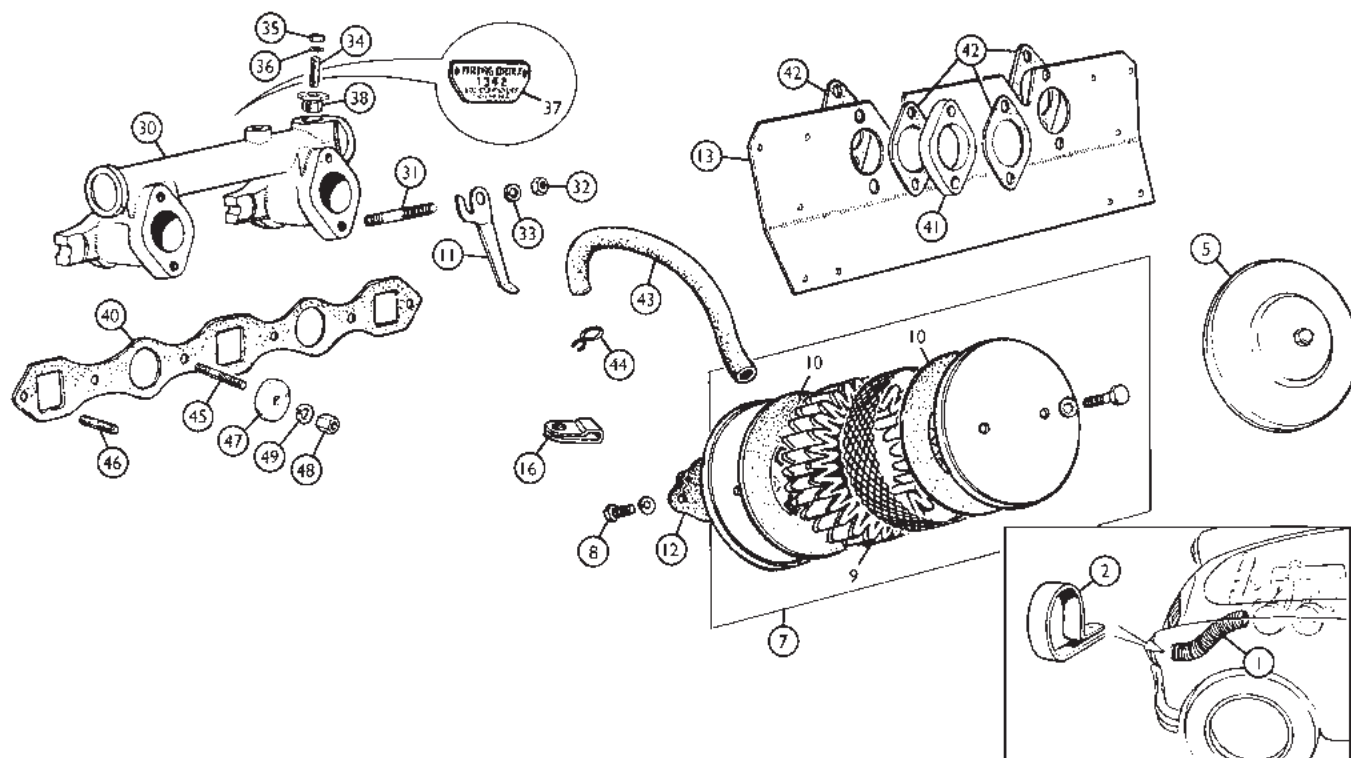
No.	Part#	Price (Each)	Description	Application	Qty Req.
1	280-790	\$1.99	PEDAL PAD, accelerator		1
2	331-350	\$36.99	CHOKE CABLE		1
3	331-091	\$9.99	ACCELERATOR CABLE, Premium Premium cable with low friction liner	MORE INFO ONLINE	1
	331-090	NA	ACCELERATOR CABLE, standard		1
5	372-160	\$56.99	BRACKET, cable		1
6	372-055	\$19.99	CABLE ANCHOR, with washer, spring washer & cotter pin		2
8	329-025	\$5.29	SPRING		1
9	NA		BRACKET	1600 as fitted	1
10	372-060	\$4.89	GUIDE, accelerator cable		1
11	322-940	\$0.49	SCREW, for guide		2
12	378-620	\$26.99	TRUNNION		1
	310-040	\$0.29	NUT		1
13	375-108	\$2.99	CABLE STOP, w/ nut		2
14	372-070	\$3.29	BRACKET, accelerator spring		1
15	329-015	\$7.99	SPRING, accelerator return		1
16	372-035	\$6.39	DISTANCE TUBE, pedal stop		2
	372-025	\$3.99	STOP, accelerator pedal (rubber)		1
18	331-340	\$36.99	CABLE, starter		1
19	161-500	\$12.99	COUPLER, starter cable		1
20	372-140	\$26.99	BRACKET, accelerator spring anchor (on lower rear carb. stud)		1

Operating the Choke

The manual choke controls two distinct functions of the SU carburetors. The first third of the travel of the choke cable works the fast idle only. The second two-thirds controls the mixture enrichment, as well as the fast idle. The second function is the mixture enrichment. The colder the engine and surrounding air, the greater the need for more gasoline to be mixed with the air at the carburetor. As the engine warms, the need for a richer mixture lessens.

When starting from cold, always pull the choke completely out. Once the engine has started, the driver must gradually release the choke as the engine warms. If released too soon, the engine will cough and spit, especially under acceleration. If released too slowly, the engine will run rough, especially while idling.

By the time the temperature approaches 160°F, the choke can be released completely. If the choke is left out too long, the extra gasoline can mix with the engine oil by 'washing down' the cylinder walls. If your choke does not seem to be operating correctly, consult your workshop manual or our tech tip on mixture adjustment on page 23 of this catalog.



Air Filters & Manifolds

10217

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	456-110	\$28.99	AIR HOSE, grille to carbs. see page 17 for complete set		1
2	326-220	\$4.79	CLAMP, air hose		1
5	223-200	\$54.99	AIR FILTER, chrome, accessory		2
	226-010	NA	PLUG, valve cover, use with #223-200 filter		1
7	372-120	\$69.99	AIR FILTER ASSEMBLY, front	} original type	1
	372-130	\$69.99	AIR FILTER ASSEMBLY, rear		1
8	322-040	\$0.59	BOLT, air filter to carb.		4
9	372-040	\$12.99	ELEMENT, for original filter assembly		2
10	372-045	\$26.99	FELT PAD SET		1
11	372-140	\$26.99	BRACKET, accelerator spring anchor		1
12	294-800	\$0.89	GASKET, filter to carb.		2
13	451-000	\$74.99	HEAT SHIELD, w/ non-asbestos pads		1
16	372-610	\$3.89	OVERFLOW TUBE CLIP, on the side of the block		1
30	460-190	NA	INTAKE MANIFOLD		1
31	329-800	\$5.99	STUD, carburetor mounting		4
32	310-050	\$0.69	NUT, carburetor stud		4
33	324-040	\$0.39	WASHER, carburetor stud		4
34	329-810	\$6.49	STUD, accelerator bracket		2
35	310-070	\$0.39	NUT		2
36	365-730	\$0.39	LOCK WASHER		2
37	408-830	\$12.99	INFORMATION PLATE, intake manifold	1500	1
	408-835	\$11.89	INFORMATION PLATE, intake manifold	1600 & MKII	1
38	460-192	\$8.49	PLUG/ADAPTOR		1
40	297-535	\$9.79	GASKET, manifold		1
41	372-030	\$5.99	SPACER, carb. to manifold		2
42	294-700	\$1.09	GASKET		6
43	372-050	\$11.99	BREATHING HOSE		1
44	326-210	\$2.29	CLAMP		2
45	328-910	\$1.89	STUD, exhaust manifold to head, long (inner)		4
46	328-900	\$2.69	STUD, exhaust manifold to head, short (outer - at ends)		2
47	460-090	\$2.19	WASHER, exhaust manifold studs		4
48	311-535	\$9.99	NUT, steel OE type, manifold studs		6
	311-540	\$0.79	NUT, brass, manifold studs		6
49	365-730	\$0.39	LOCKWASHER, exhaust manifold studs		4

MORE INFO ONLINE



K&N Air Filter Conversion

Good air filtration is an important way to increase the life of your engine. The original filters aren't too bad, but they aren't up to modern standards. This K&N kit comes with the renowned K&N filters, felt pad set, and instructions for use in the original Vokes filter housings.

222-928 \$149.99 (pair)

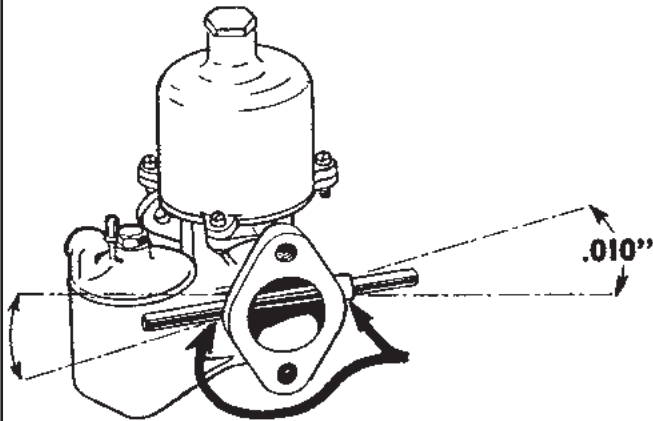
Accessory air filters are shown on page 21.

Carburetor Tools

Complete Carburetor Rebuild

Rebushing carburetor bodies and fitting new throttle shafts is a major part of a proper carb rebuild that is often overlooked. Vacuum leaks due to worn bodies and shafts cause rough idle, poor performance and poor fuel economy.

Checking the shaft and body clearance is a simple matter of wiggling the shafts up and down. Any appreciable play indicates wear on the bushings and shafts. Some wear is to be expected, but performance is seriously affected when clearances are over .010". Verification is done with the engine running at idle speed. Spray the joints of the shafts with an aerosol carburetor cleaner. If the engine speed changes, there is a leak around the shafts.



Quite often, the problem can be fixed by simply replacing the throttle shafts. Remove the couplings and springs from the shafts and clean the exposed portions of the shafts. Mark the butterfly plates with a felt-tip pen to record which way they face and which end is installed upwards, then remove the two securing screws. Pull the plates out, and slide the shafts sideways until a clean unworn section of the shaft is in each side of the body. Now wiggle them up and down and back to front to gauge whether any play is present. If none, a new pair of standard shafts should solve the problem. Oversize shafts (if not already fitted) can be purchased to take up a small amount of play. Standard shafts measure .310", while the oversize shafts are appropriately larger. (Not all oversize shafts are exactly the same size.) If the bodies and shafts are both worn, the carb bodies require rebushing.

To rebush bodies, the old bushes (or the bodies, if your carbs don't have bushes) must be drilled out, just short of entering the venturi to a diameter just smaller than the bush diameter. Since each side of the carb must be drilled separately, accurate alignment of the two holes is difficult to maintain. We have found that an easy way to do this is to chuck the proper sized drill in a lathe, and run the carb body into the drill with the tailstock center. New bushes (#372-545) are then pressed into the bodies, and reamed to fit the new spindles with the minimum clearance which allows rotation of the spindle. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the opposing bush. Sometimes it is necessary to lap the spindle in the bushes. This is done by chucking the spindle in a hand drill and running it dry in the reamed bushes. Do not use any abrasive compound, the dark oxide that is formed will be enough. Add a drop of oil, and continue until the shaft rotates freely in the bushes. Refit the butterfly plates and drill the shaft for the adjusting levers, drill the taper pin holes with the throttle completely closed. The drilling is best done from the underside on a drill press with the parts clamped in a jig. The hole must be drilled exactly on center or the shaft will be spoiled.

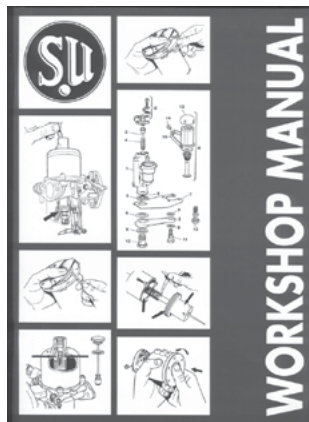
After reinstallation of the throttle plates and return springs, the rest of the carburetor rebuild is routine. Keep in mind the throttle plates must be centralized before the screws are tightened.

If all of this seems rather complex, it is. Rebushing carburetors takes patience, specialized tools, and experience. The easiest alternative for the average enthusiast is to buy a pair of new carburetors from Moss Motors.

S.U. Workshop Manual

The official S.U. workshop manual covers trouble-shooting, disassembly, rebuilding, and testing of all common S.U. carburetors and fuel pumps, with all steps well described and illustrated. 84 pages, softbound.

211-305 \$59.99



SU Tool Kit

An assortment of handy tools for the home mechanic. Includes instructions, jet centering button, air flow balancing tubes and wires, and jet adjusting wrench. Suitable for all cars with multiple SU carbs.

386-300 \$23.99

SU Jet Wrench

Mixture adjustments on SU carbs (except HIF type) are much easier with this proper tool. (Included in tool kit above.)

386-400 \$4.39

Carburetor Synchronizer

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic.

386-200 \$39.99

SU Jet Centering Tool

Jet centering is critical on older fixed needle SU carbs. This simple tool makes it a snap!

386-500 \$39.99

SU Carb Rebuild Video DVD

Anyone can tune or rebuild SU carbs with the help of our 2 hour and 40 minute video. This easy to follow video uses a combination of sights, sounds and simple conversational dialog to unravel the mysterious SU. A must for home mechanics.

211-036 \$39.99



Piloted Carb Body Reamer

(5/16" + 0.0105") This professional quality reamer allows you to ream SU carb bodies out to accept our new range of oversize throttle shafts. This is a non-adjustable reamer which cannot be used to ream carb bushes to standard size.

386-385 \$369.99



SU Tuning Tips & Techniques by G. R. Wade

If you only buy one book on SU carbs, this is a good one. Combining years of collected wisdom and factory published information, it'll help you solve all the standard SU carb problems.

211-345 NA





Shorty Ram Pipe Set

A traditional accessory which fits all 1 1/2" SU carburetors. Improves breathing, and looks great too!

372-410 \$79.99



MG Crested Air Filters

Enhance your SU carbureted car with a pair of these attractive accessories. Fits all 1 1/2" SU carbs.

223-290 \$64.99 ea.

MG Crested Float Bowl Bolt

Solid brass float bowl bolt makes a beautiful statement and combined with the dashpot cap completes the look.

370-135 \$23.99 ea.



MG Crested Carburetor Caps

These very distinctive solid brass dash pot damper caps make any engine compartment unique! Your original damper rod must be re-used and pressed into the new cap. Sold as a set of two.

370-735 \$39.99



K&N Air Filters

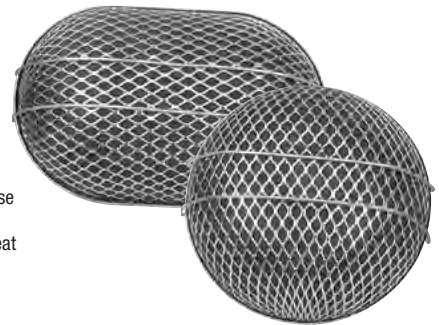
K&N air filters are designed to be washed and reused for the life of your engine. Ten year K&N warranty or one million miles (non-competition use).

Chrome Filter for 11/2" SU carbs (13/4" deep)	222-935	\$139.99 ea.
Chrome Filter for 13/4" SU carbs (13/4" deep)	222-955	\$139.99 ea.
Filter Element for original filter assemblies	222-928	\$149.99 ea.
Filter Recharge Kit (cleaning fluid & oil)	001-130	\$36.99
Filter Cleaning Fluid	231-480	\$16.99
Filter Oil Bottle (250 ml)	231-490	\$9.99

Accessory Foam Air Cleaners

The latest in after market air cleaner designs. These accessory air cleaners feature top quality chrome plating and washable dense foam elements. The mesh surface makes this air cleaner not only great looking but very practical as well.

223-220	\$43.99 ea.
223-230	\$46.99 ea.



Stelling & Hellings Style Filters

Exact reproductions of optional filters from the 1950s for MGs and other British sports cars. Chrome plated slim line filters. These filters are 1" deep, with a 3/8" high center nut. For 1 1/2" Sus.

223-200 \$54.99 ea.

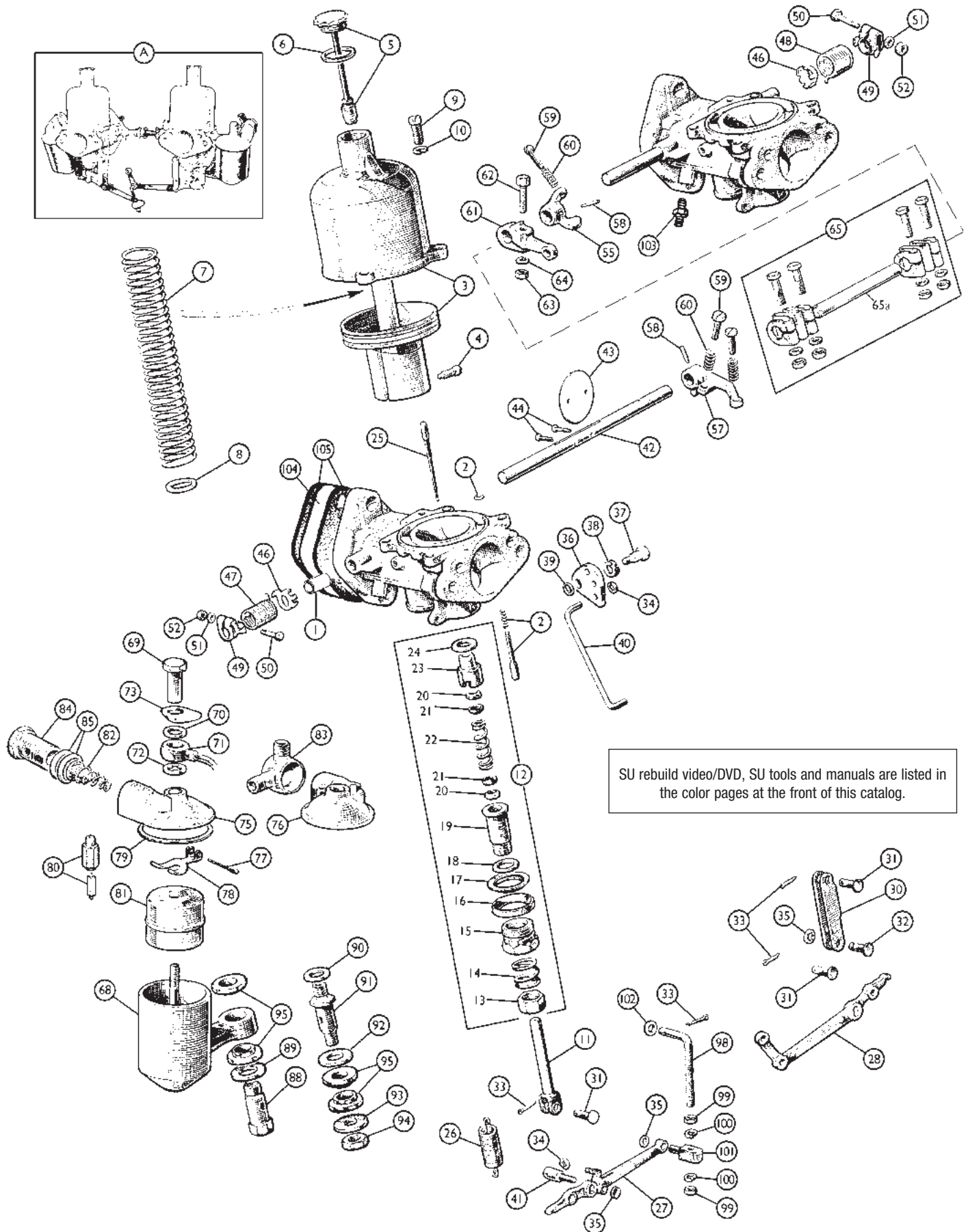



Dashpot Oil

If you don't use the right oil in there, your car won't run properly. After years of tinkering with our own cars, we've finally found an oil specifically designed for both SU and Zenith carbs. 125 ml.

220-225 \$17.99









No.	Part#	Price (Each)	Description	Application	Qty Req.
	370-778	\$2,849.00	CARBURETOR PAIR, new	1500	1
	370-788	\$2,849.00	CARBURETOR PAIR, new		1
1	372-545†	\$2.99	BUSH, in carb. body		4
2	375-048	\$18.99	PIN ASSEMBLY		2
3	370-730	NA	CHAMBER AND PISTON ASSEMBLY		2
4	370-180	\$5.49	SCREW, jet needle retaining		2
5	370-745	\$59.99	DAMPER, brass cap w/o vent	1500	2
	370-740	\$25.99	DAMPER, repl. plastic cap w/o vent		2
	370-765	\$82.99	DAMPER, brass cap w/vent		2
	370-750	\$27.99	DAMPER, repl. plastic cap w/vent		2
6	370-650	\$0.39	WASHER, damper		2
7	370-520	\$4.89	SPRING		2
8	370-360	\$3.29	WASHER (used with original tapered-end springs only)		2
9	370-290	\$0.89	SCREW		6
10	324-110	\$0.29	LOCK WASHER		6
11	370-760	\$15.99	JET, .090"		2
12	370-396	\$129.99	JET BEARING KIT, "Superdry"  MORE INFO ONLINE		2
	370-397	\$16.99	SEAL KIT for "Superdry" jet bearing kit only		2
	370-395	\$72.99	JET BEARING KIT, stock type		2
13	370-240	\$9.39	NUT, jet adjusting		2
14	370-210	\$3.69	SPRING		2
15	370-400	\$15.39	NUT		2
16	370-220	\$8.29	WASHER		2
17	295-000†*\$	\$1.19	CORK SEAL		2
18	370-410	\$1.29	COPPER WASHER		2
19	370-390	\$15.99	JET BEARING, bottom		4
20	295-200†*\$	\$0.79	JET SEAL, cork		4
	365-420	\$0.89	O-RING (replacement for #20 cork seal, not in #12)		4
21	370-230	\$1.79	WASHER		4
22	370-070	\$2.79	SPRING		2
23	370-380	\$24.69	JET BEARING, top		2
24	370-250	\$1.29	WASHER		2
25	374-120*	\$24.99	NEEDLE, GS standard	1500	2
	374-040	\$19.99	NEEDLE, CC rich		2
	374-160	\$19.99	NEEDLE, 4 lean		2
	374-170*	\$19.99	NEEDLE, 6 standard		2
	374-150	\$19.99	NEEDLE, RO rich		2
	374-010	\$19.99	NEEDLE, AO lean		2
26	370-550	\$3.99	SPRING, jet lever return		2
27	370-680	\$12.99	LEVER, front		1
28	370-690	\$12.99	LEVER, rear		2
30	370-630	\$53.99	LINK		2
31	325-110	\$1.49	PIN, with hole for cotter pin	A/R	
32	325-115†	NA	PIN, no hole, uses starlock washer #328-270	A/R	
Application and use of these two pins varies. "Officially", the pin using the starlock washer was used from engine # 16GA31660.					
33	375-078	\$0.89	PIN SET (8 cotter pins)		1
34	378-265†	\$1.29	WASHER, starlock (small)		3
35	378-270†	\$1.29	WASHER, starlock (large) (see note under illus. #32)	A/R	
36	370-570	\$75.99	CAM		1
37	370-450	\$12.49	BOLT		1
38	370-460	\$0.79	SPRING WASHER		1
39	370-640	\$2.99	WASHER, plain		1
40	370-580	\$15.99	LINK		1
41	371-090	\$17.99	PIN, link		1
42	376-030†	\$32.99	THROTTLE SHAFT, standard		2
	376-040	\$32.99	THROTTLE SHAFT, oversize (fit to worn bodies)		2
43	370-370†	\$24.59	DISC, throttle		2
44	370-090†	\$1.79	SCREW		4
46	370-590	\$41.49	SPRING ANCHOR		2
47	370-610	\$16.39	SPRING, front		1
48	370-620	\$15.99	SPRING, rear		1
49	370-600	\$24.79	END CLIP		2
50	365-610	\$0.99	SCREW		2
51	365-620	\$0.79	WASHER		2
52	365-630	\$0.39	NUT		2
55	370-300	\$61.59	THROTTLE STOP		1
57	370-560	\$36.99	LEVER		1
58	370-190†	\$2.79	PIN		2
59	370-340	\$1.59	SCREW		3
60	370-330	\$2.59	SPRING		3
61	370-110	\$16.99	LEVER		1
62	372-170	\$0.99	BOLT		1
63	311-030	\$0.39	NUT		1
64	324-110	\$0.29	LOCKWASHER		1

Toll-Free Orders 1-800-667-7872 | MossMotors.com
Fax 805-692-2525 | Local 805-681-3400

MOSS

No.	Part#	Price (Each)	Description	Application	Qty Req.
65	375-028	\$84.99	COUPLING KIT		1
65a	370-845	\$5.79	ROD, coupling		1
68	370-480	\$469.99	FLOAT CHAMBER, front		1
	370-470	\$469.99	FLOAT CHAMBER, rear		1
69	370-150	\$9.99	CAP NUT		2
70	370-130	\$0.89	WASHER, aluminum		2
71	451-250	\$21.99	OVERFLOW PIPE		2
72	370-160	\$1.29	WASHER, fiber		2
73	408-470	\$13.69	CARB. I.D. TAG (AUC 784)	1500	2
	408-475	\$16.99	CARB. I.D. TAG (AUC 943)		2
75	375-068	\$259.99	COVER, front, with lever		1
76	375-058	\$259.99	COVER, rear, with lever		1
77	370-060	\$0.89	PIN		2
78	370-170*	\$8.99	LEVER for original lids		2
	371-030	\$12.99	LEVER for replacement lids		2
79	294-900†*\$	\$0.99	GASKET, cover		2
80	371-060	\$51.99	NEEDLE & SEAT ASSEMBLY, "Viton" tip		2
	371-055	\$49.99	NEEDLE & SEAT ASSEMBLY, "Viton" tip, aftermarket		2
	386-390	\$18.99	GROSE JET superior replacement for original style needle & seat		2
81	370-010	\$17.99	FLOAT, orig. type, brass		2
	370-015	\$12.99	FLOAT, Nitrophyl replacement  MORE INFO ONLINE		2
82	370-270	\$6.39	SCREEN & SPRING		2
83	370-140	\$18.99	BANJO "Y" UNION		1
84	370-350	\$5.49	BANJO BOLT, lid		2
85	370-650	\$0.39	WASHER		4
88	370-080	\$15.99	BANJO BOLT, mounting		2
89	370-030	\$5.39	WASHER		2
90	372-180	\$1.09	WASHER		2
91	372-190	\$13.99	STUD		2
92	372-200	\$1.59	WASHER, upper		2
93	372-210	\$1.99	WASHER, lower		2
94	311-230	\$0.69	NUT		2
95	370-021	\$1.69	GROMMET, float bowl mounting, Viton® (not in Master Rebuild Kit)		4
98	370-660	\$5.99	LINK		1
99	310-040	\$0.29	NUT		2
100	324-185	\$0.39	SPRING WASHER		2
101	370-670	\$8.99	TRUNNION		1
102		NA	WASHER		1
103	378-240	\$17.49	UNION, vacuum line		1
104	372-030	\$5.99	SPACER, carb. to manifold		2
Rebuild Kits					
	375-518†	\$339.99	MASTER REBUILD KIT Includes items marked †		1
	375-238*	\$189.99	CARB. REBUILD KIT, 1500 Includes items marked *		1
	375-248*	\$189.99	CARB. REBUILD KIT, 1600/MKII Includes items marked *		1
	298-228†*	\$17.99	CARB. GASKET SET Includes items marked \$		1
105	294-700†*\$	\$1.09	GASKET, carb. mounting (4 in kits)		6
	294-800†*\$	\$0.89	GASKET, air cleaner mounting		2

Master rebuild kit is a genuine S.U. kit which does not include metering needles, as one kit is suitable for several applications. Order appropriate needles separately.

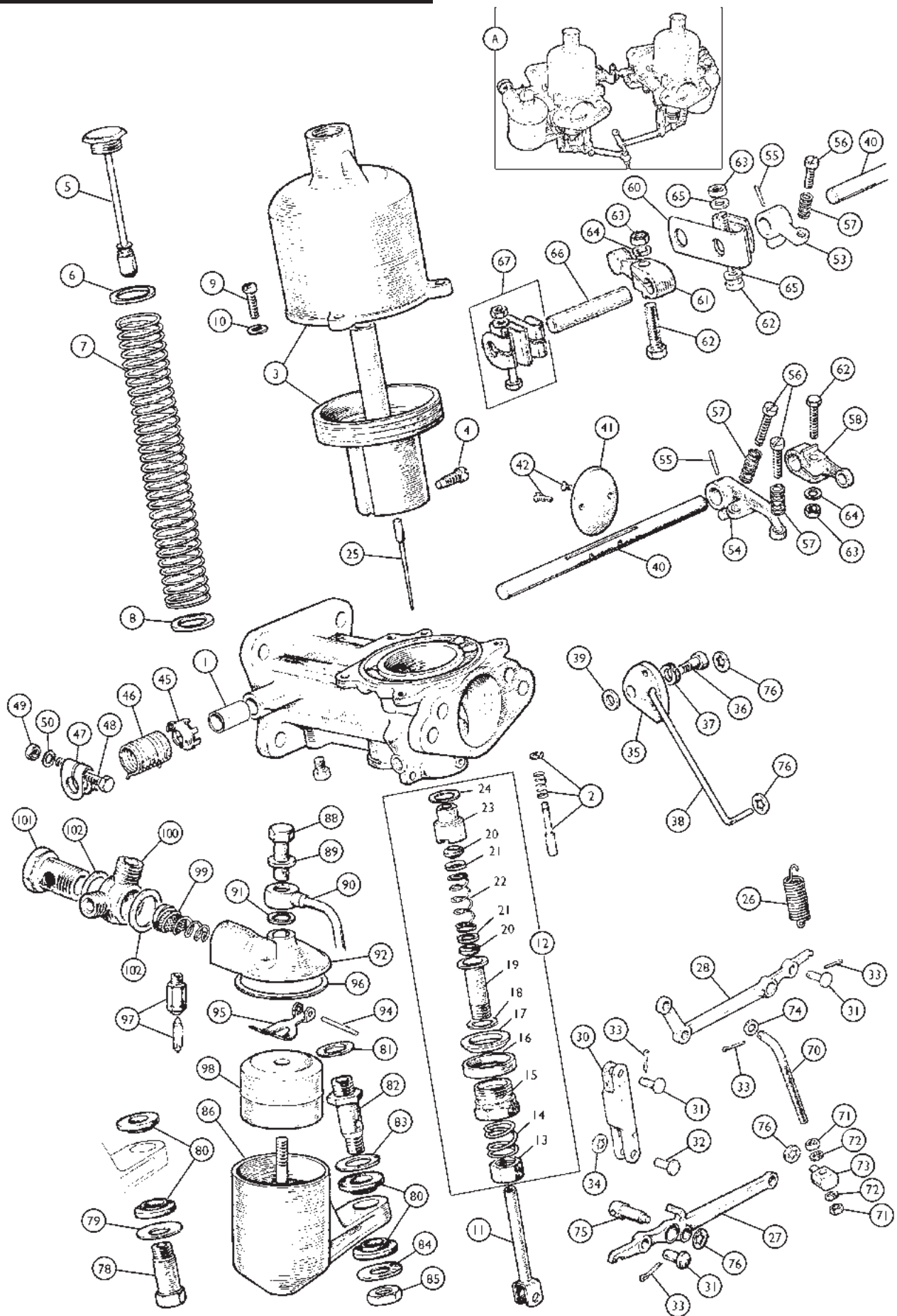
SU Carburetor Choke Adjustment

Mixture adjustment and synchronization of SUs seems to be widely understood. Of equal importance is the adjustment of the choke mechanism. If set too rich, the carb. will fill the cylinders with raw fuel and dilute the engine oil, causing premature bearing, piston ring, and cylinder wear. If set too lean, the car starts hard, which drains the battery and overheats the owner.

Of first consideration is the fit of the clevis pins in the choke levers. If these holes are excessively worn, the chokes will not operate through their entire range. New levers (#370-680 & #370-690) and clevis pins (#325-110) are the cure for this problem. Once the new parts are fitted, adjust the slack out of the choke linkage at the interconnector link. Slacken the top and bottom so the linkage is "relaxed", then tighten the bottom nut so that just a bit of pressure is brought to bear on the lever. Do not overcompensate, as this will "preload" the chokes and cause over-rich mixtures. Once set to your satisfaction, run the top nut in the bottom as a lock nut. Now, hook up the choke cable. Give it a turn to the right to help the cable lock work, and don't get the cable too tight; leave a little slack.

The fast idle cam may be adjusted to suit weather conditions by moving the link rod to the appropriate hole. #1 opens the butterfly a small amount slowly. #3 opens it a large amount quickly. #3 is intended for colder weather, #1 for warmer climates. Yours may be set at #2, where the majority were set to begin with. If so, you may want to leave it alone, as the #2 setting seems to work in just about any climate. The fast idle screw should be set last of all and should be backed off completely when setting the idle, and synchronizing the carburetors. Set the screw so it is about about 1/32" shy of the cam. Smear a dab of light grease on the cam face. If the idle screws do not hold their setting, new springs are in order.


Carburetors - Twin Cam




Carburetors - Twin Cam


Carburetors - Twin Cam

10219

No.	Part#	Price (Each)	Description	Application	Qty Req.
	370-798	\$2,199.00	CARBURETOR PAIR, new		1
1	372-545†	\$2.99	BUSH, in carb. body		4
2	375-048	\$18.99	PIN ASSEMBLY		2
3	370-850	NA	CHAMBER AND PISTON ASSEMBLY		2
4	370-180	\$5.49	SCREW, jet needle retaining		2
5	370-765	\$82.99	DAMPER, brass cap w/vent		2
	370-750	\$27.99	DAMPER, repl. plastic cap w/vent		2
6	370-650†*	\$0.39	WASHER, damper		2
7	370-520	\$4.89	SPRING		2
8	370-360	\$3.29	WASHER (used with older tapered-end springs only)		2
9	370-290	\$0.89	SCREW		6
10	324-110	\$0.29	LOCK WASHER		6
11	378-350†*	\$14.99	JET, .100"		2
12	370-396	\$129.99	JET BEARING KIT, "Superdry"  MORE INFO ONLINE		2
	370-397	\$16.99	SEAL KIT for "Superdry" jet bearing kit only		2
	370-395	\$72.99	JET BEARING KIT, stock type		2
13	370-240	\$9.39	NUT, jet adjusting		2
14	370-210	\$3.69	SPRING		2
15	370-400	\$15.39	NUT		2
16	370-220	\$8.29	WASHER		2
17	295-000†*\$	\$1.19	CORK SEAL		4
18	370-410†*	\$1.29	COPPER WASHER		2
19	370-390	\$15.99	JET BEARING, bottom		2
20	295-200†*\$	\$0.79	JET SEAL, cork		4
	365-420	\$0.89	O-RING (replacement for #20 cork seal, not in #12)		4
21	370-230†*	\$1.79	WASHER		4
22	370-070	\$2.79	SPRING		2
23	370-380	\$24.69	JET BEARING, top		2
24	370-250†*	\$1.29	WASHER		2
25	374-220	\$19.99	JET NEEDLE, RH, rich		2
	021-077	\$16.99	JET NEEDLE, 0A6, standard		2
	021-076	\$19.99	JET NEEDLE, 0A7, lean		2
26	370-550	\$3.99	SPRING, jet lever return		2
27	370-680	\$12.99	LEVER, rear		1
28	370-690	\$12.99	LEVER, front		1
30	370-630	\$53.99	LINK		2
31	325-110	\$1.49	PIN, with hole for cotter pin		A/R
32	325-115†	NA	PIN, no hole, uses starlock washer #328-270 Application and use of these two pins varies.		A/R
33	375-078†*	\$0.89	PIN SET (8 cotter pins)		1
34	378-270†	\$1.29	WASHER, starlock (large)		A/R
35	370-570	\$75.99	CAM, fast idle		1
36	370-450	\$12.49	BOLT		1
37	370-460	\$0.79	SPRING WASHER		1
38	370-580	\$15.99	LINK		1
39	370-640	\$2.99	WASHER, plain		1
40	372-500	\$32.99	THROTTLE SHAFT, standard		2
	372-510	\$32.99	THROTTLE SHAFT, oversize (fit to worn bodies)		2
41	378-220†	\$31.69	DISC, throttle		2
42	370-090†	\$1.79	SCREW		4
45	370-590	\$41.49	SPRING ANCHOR		2
46	370-610	\$16.39	SPRING, rear		1
	370-620	\$15.99	SPRING, front		1
47	370-600	\$24.79	END CLIP		2
48	365-610	\$0.99	SCREW		2
49	365-630	\$0.39	NUT		2
50	365-620	\$0.79	WASHER		1
53	370-300	\$61.59	THROTTLE STOP, front carb		1
54	370-560	\$36.99	THROTTLE STOP, rear carb		1
55	370-190†	\$2.79	PIN		2
56	370-340	\$1.59	SCREW		3
57	370-330	\$2.59	SPRING		3
58	370-110	\$16.99	LEVER, throttle		1
60		NA	COUPLER		1
61		NA	LEVER, coupler		1
62	372-170	\$0.99	BOLT		3
63	311-030	\$0.39	NUT		3
64	324-110	\$0.29	LOCKWASHER		2
65	373-210	\$0.59	WASHER, plain		2

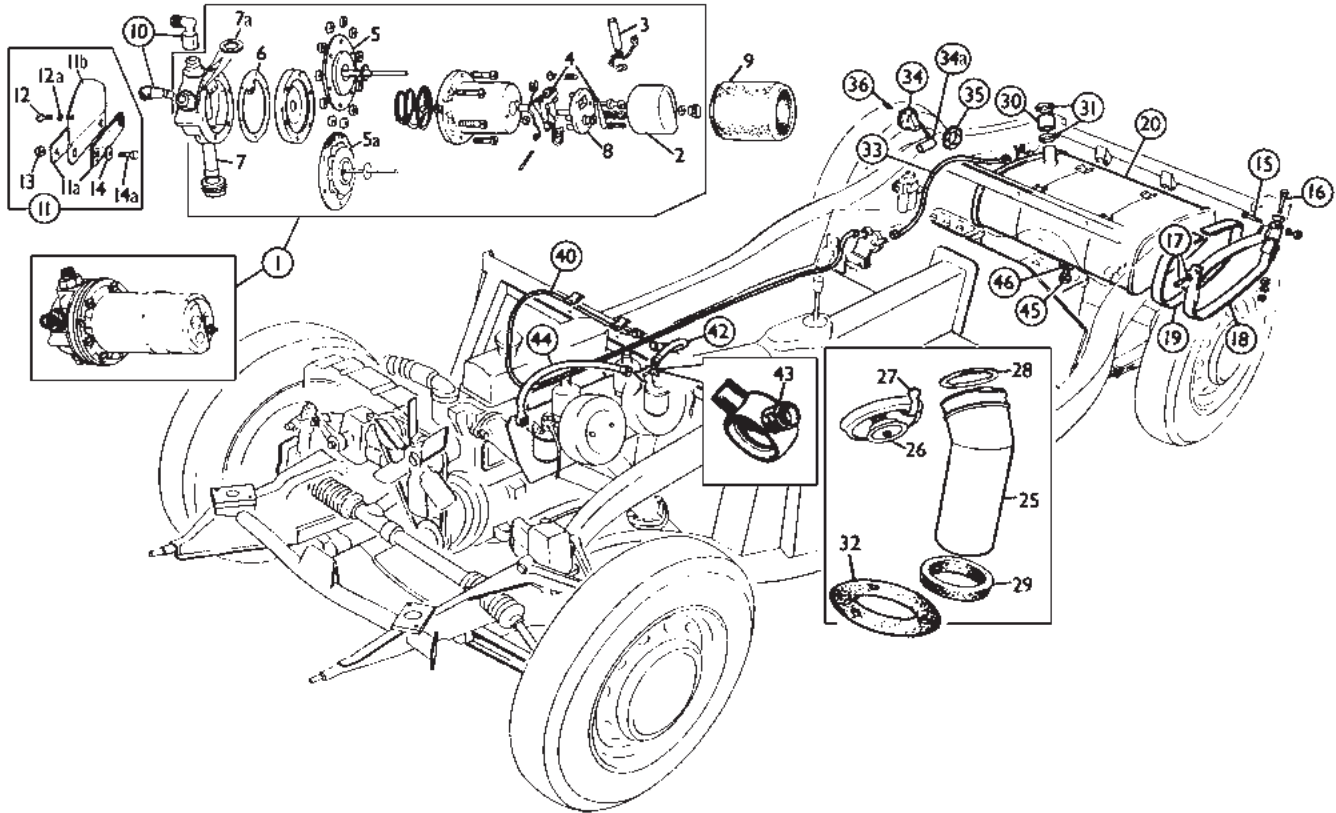
No.	Part#	Price (Each)	Description	Application	Qty Req.
66		NA	ROD, coupling		1
67	370-517	\$44.39	COUPLER		1
70	370-660	\$5.99	LINK		1
71	310-040	\$0.29	NUT		2
72	324-185	\$0.39	SPRING WASHER		2
73	370-670	\$8.99	TRUNNION		1
74		NA	WASHER		1
75	371-090	\$17.99	PIN, link		1
76	378-265†	\$1.29	WASHER, starlock (small)		4
78	370-080	\$15.99	BANJO BOLT, mounting	} alternative to #81-85	2
79	370-030	\$5.39	WASHER, cupped		2
80	370-021*\$	\$1.69	GROMMET, float bowl mounting, Viton®		4
81	372-180	\$1.09	WASHER	} alternative to #78-79	2
82	372-190	\$13.99	BANJO BOLT		2
83	372-200	\$1.59	WASHER, upper		2
84	372-210	\$1.99	WASHER, lower		2
85	311-230	\$0.69	NUT		2
86	370-480	\$469.99	FLOAT CHAMBER, rear		1
	370-470	\$469.99	FLOAT CHAMBER, front		1
88	370-150	\$9.99	CAP NUT		2
89	370-130†*	\$0.89	WASHER, aluminum		2
90	451-250	\$21.99	OVERFLOW PIPE		2
91	370-160†*	\$1.29	WASHER, fiber		2
92	375-068	\$259.99	COVER, rear, with lever		1
	375-058	\$259.99	COVER, front, with lever		1
94	370-060†*	\$0.89	PIN		2
95	371-030	\$12.99	LEVER	for replacement lids	2
	370-170*	\$8.99	LEVER	for original lids	2
96	294-900†*\$	\$0.99	GASKET, cover		2
97	371-060†*	\$51.99	NEEDLE & SEAT ASSEMBLY, "Viton" tip		2
	371-055	\$49.99	NEEDLE & SEAT ASSEMBLY, "Viton" tip, aftermarket		2
	386-390	\$18.99	GROSE JET superior replacement for original style needle & seat		2
98	370-010	\$17.99	FLOAT, orig. type, brass		2
	370-015	\$12.99	FLOAT, Nitrophyl replacement  MORE INFO ONLINE		2
99	370-270	\$6.39	SCREEN & SPRING		2
100	370-140	\$18.99	BANJO "Y" UNION	rear carb.	1
101	370-350	\$5.49	BANJO BOLT, lid		2
102	370-650†*	\$0.39	WASHER		4

Rebuild Kits / Gaskets

375-528†	\$339.99	MASTER REBUILD KIT Includes items marked † 	1
Master rebuild kit is a genuine S.U. kit which does not include metering needles, as one kit is suitable for several applications. Order appropriate needles separately.			
370-538*	NA	REBUILD KIT Includes items marked *	1
698-010†*	\$8.99	GASKET SET (for 1 carb.) Includes items marked \$	2
696-010†*\$	\$0.89	GASKET, carb. mounting	2
696-020†*\$	\$0.79	GASKET, air cleaner mounting	2
386-400	\$4.39	JET ADJUSTING WRENCH	1
408-490	NA	CARB. I.D. TAG (AUC877)	2

SU rebuild video/DVD, SU tools and manuals are listed in the color pages at the front of this catalog.

Fuel System



Fuel System

10220

No. Part#	Price (Each)	Description	Application	Qty Req.
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Pumps

In our many years of experience, we've found that S.U. fuel pumps are normally reliable and give years of trouble-free service. S.U. pumps are still in production and are reasonably priced. More pumps, including SU electronic pumps are listed in the color section at the front of this publication. **Currently available S.U. points-type pumps are not polarity sensitive**, and may be used with either positive or negative ground electrical systems.

1	377-042	\$369.99	FUEL PUMP, new S.U.	1	
2	377-120	\$21.99	CAP, stepped	1	
	377-115	\$19.99	CAP, flat	1	
3	377-110	NA	CONDENSER	1	
4	377-080	\$34.99	POINT SET	1	
5	376-995	\$84.99	DIAPHRAGM, 2 3/8" stem	1	flat center
	377-130	\$89.99	DIAPHRAGM, 2 3/8" stem	1	stepped center
	377-140	\$64.99	DIAPHRAGM, 3" stem	1	
Original pumps varied. Newer S.U. pumps use 377-130.					
6	377-100	\$1.09	GASKET, body	1	
7	377-090	\$18.89	SCREEN, filter	1	
	375-025	\$2.49	WASHER under inlet fitting	1	
	375-035	\$2.09	WASHER under outlet fitting	1	
8	377-150	\$24.99	PEDESTAL	1	
9	282-015	\$12.49	BOOT, fuel pump cover	1	
10	375-038	\$12.99	ELBOW, 3 piece assembly	2	
11	377-258	\$29.99	FUEL PUMP MOUNTING KIT	1	(includes bracket)
	281-148	\$3.99	PAD SET, pump mounting, (2 rubber pads)	1	
	377-200	\$12.99	BRACKET	1	
12	320-180	\$0.99	BOLT, fuel pump to bracket	2	
	324-855	\$0.19	LOCKWASHER	2	
13	310-100	\$0.24	NUT, nyloc (repl. for orig. nut & jam nut)	2	
14	324-590	\$0.19	FLAT WASHER	2	
	322-247	\$0.49	BOLT, bracket to car	2	
15	321-698	\$1.19	BOLT AND NUT	2	
16	321-688	\$0.69	BOLT AND NUT	2	
17	321-668	\$0.89	BOLT AND NUT	2	
18	470-840	\$34.99	STRAP, tank mounting	2	
19	280-300	\$11.99	PACKING, fuel tank straps	1	
20	456-801	\$179.99	GAS TANK, steel, Classic Gold	1	MORE INFO ONLINE
25	470-850	\$139.99	EXTENSION, original type	1	
26	470-190	\$23.99	GAS CAP, original type	1	
27	326-730	\$2.99	LEVER, gas cap	1	
28	470-210	\$2.19	SEAL, gas cap (cork)	1	
29	280-780	\$2.29	FERRULE, extension to body (rubber)	1	
30	470-220	\$10.99	HOSE, extension to tank	1	

No. Part#	Price (Each)	Description	Application	Qty Req.
31	326-230	\$3.59	CLAMP, hose	2
32	282-720	\$2.69	SEAL, filler pipe, on trunk floor	1
33	454-090	\$49.99	FUEL PIPE, tank to pump	1
34	360-281	\$39.99	SENDING UNIT, fuel gauge	1
34a	360-645	\$8.99	FLOAT, sending unit, plastic	Included w/ sending unit
34a	360-646	\$17.99	FLOAT, sending unit, brass	1
35	293-415	\$0.49	GASKET, sending unit mounting	original type (cork)
	293-401	\$4.99	GASKET SET, Viton (top cover & unit to tank)	1
36	323-728	\$2.79	SCREW SET, sending unit to tank	(six screws)
40	454-065	\$104.99	FUEL PIPE, pump to hose	1
42	376-350*	\$28.99	FUEL HOSE, pipe to carb.	1
43	370-140	\$18.99	BANJO UNION	1
44	376-070*	\$39.99	FUEL HOSE, carb. to carb.	1
* These fuel hoses are braided stainless steel with a non-aging Teflon interior.				
45	328-280	\$1.89	DRAIN PLUG	1
46	324-626	\$0.99	WASHER, drain plug	1

Diagnosing Fuel Pump Problems

Most fuel pump problems are best cured by a direct replacement of the pump. A brief trouble-shooting session will help you determine if a fuel pump is needed, or if you have a problem that can be easily fixed.

No click: Check the electrical supply to the pump. Check the ground connection and the fuse. Rap the pump. If the pump starts, the points need replacing or there is a bad electrical connection. Disconnect the fuel line at the carburetor. If the pump now works, it is likely that there is a stuck float needle valve.

No fuel: If the electrical parts check out okay and the pump either does not click at all, or stops clicking after a brief moment, the delivery line from the tank may be clogged. Check the line and the tank for foreign matter or obstructions. Blow through the delivery lines into the tank. If the pump runs again momentarily, the obstruction is probably in the tank. See that the filter in the pump is clean.

Pump won't shut off: If the pump will not shut off, there is an air leak. Air leaks are common at the inlet and outlet elbows. A carburetor float needle that is stuck open will also cause the pump to run. This will be immediately evident as fuel will pour out of the overflow. A set of Grose Jets (#386-330, 2 req.) will eliminate this problem. If you choose not to run Grose Jets, see that the overflow tubes are in good condition, as otherwise the fuel may spill onto the hot exhaust manifold and exhaust pipe. Occasionally a pump will be able to rid itself of air bubbles. After working on the fuel system, run the pump and loosen the front carburetor connection. Tighten this fitting as the pump runs. This will 'bleed' the fuel system of air.

SU Solid State Fuel Pumps

New from SU - electric fuel pumps with modern reliable electronic, solid state switching and control which eliminates the use of contact breaker points. Now you can have a vintage looking SU fuel pump with peace of mind that only an electronic fuel pump can offer. Plus, the characteristic ticking is retained!

Negative ground	377-225	\$399.99
Positive ground	377-235	\$399.99



SU Competition Double Ended Fuel Pumps

Double-ended SU pumps have been standard equipment for years on Aston Martins, Bentley and late model E-Types. Delivering twice the capacity of a standard MGA type pump, these units will keep on pumping even if one side fails. Well-suited for all high performance engines running SU carbs, as no pressure regulator is required. Available with traditional points or with solid state electronics.

Std. Points, Pos. or Neg. ground	377-036	\$699.99
Solid State, Neg. ground	377-335	\$699.99
Solid State, Pos. ground	377-345	NA
Mounting Bracket (2 reqd)	377-350	\$10.79
Mounting Sleeve (2 reqd)	377-360	\$2.19

Facet Solid State Electric Fuel Pump

Solid State electronic fuel pumps can be used in conjunction with, or in place of your original pump. This solid state pump will push or pull fuel, from a hidden location under the car, through your original pump. It may be put it in-line with a power switch and used as a backup. Works on positive or negative ground cars.

377-420	\$109.99
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Facet Fuel Filter

74 micron filter is recommended for use in the inlet port of the Facet pump above. Filter screws directly into the inlet port.

377-424	\$12.99
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Gas Tank Care

Step 1: Bio-Degradable Cleaner

This is an industrial strength gas tank cleaner that allows you to clean out your car's gas tank yourself. We recommend using this cleaner in conjunction with our etching liquid when planning to seal your tank.

Cleaner (1 gallon)	220-620	\$52.99
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Step 2: Fuel Tank Etching Liquid

Use this bio-degradable etcher as a prep for our slushing compound to give maximum adhesion of the sealer. Our cleaner should be used first to remove oil and grime. 16 oz.

Etching Liquid	220-630	\$24.99
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Step 3: Tank Slushing Compound

This is what the factory should have used! This amazing fluid puts a protective film on the entire inside surface of your fuel tank to prevent rust. Save yourself from having to buy an expensive fuel tank later on. Tanks should be cleaned with 220-620, then etched with 220-630 first. This compound is formulated to resist the alcohols found in gasoline.

Slushing Compound	220-450	\$56.99
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Ethanol Resistant Fuel Hose



Gates "Barricade" hose is the lowest permeation multi-fuel compatible hose on the market. Rated for 50 psi at -40 to 257 F, and compatible with all gasoline blends. Sold per inch.

1/4" ID hose	379-214	\$0.69 per inch
5/16" ID hose	434-451	\$0.69 per inch



Hylomar Gasket Sealant

Hylomar "M" was originally the Racing Formulation, is acetone based, stiffens slightly over time and can be used in place of a gasket between finely machined surfaces. Hylomar Advanced Formulation or "AF" is solvent-free, won't harden and is perfect for use with gaskets on parts that need to be removed regularly for service. Both are perfect for shop use, and are ethanol and fuel proof.

Hylomar AF, 85 g tube	232-215	\$34.99
Hylomar M, 80 ml tube	232-220	\$24.99

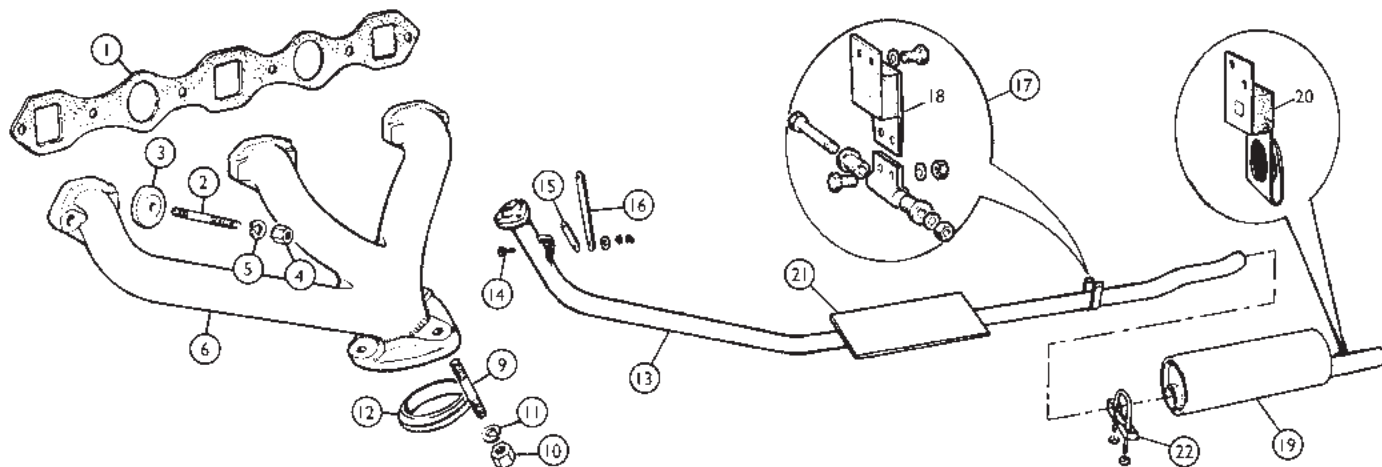


ReLead & Stor-N-Start

Stor-N-Start is a gasoline additive which prevents harmful gum and resin deposits from forming in fuel lines and carburetors. Use one ounce per five gallons of fuel before storing your car, and it will start right up—even after extended periods. ReLead replaces the valve lubricating qualities of lead formerly used in gas. Unless your cylinder head has been converted to run on unleaded, you need ReLead.

Stor-N-Start	220-375	\$10.49
ReLead	220-390	NA

Exhaust



Exhaust

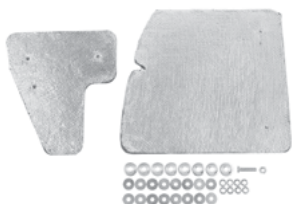
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No.	Part#	Price (Each)	Description	Application	Qty Req.
1	297-535	\$9.79	GASKET, manifold		1
2	328-910	\$1.89	STUD, exhaust manifold to head, long		4
	328-900	\$2.69	STUD, exhaust manifold to head, short		2
3	460-090	\$2.19	WASHER, exhaust manifold stud		4
4	311-540	\$0.79	NUT, brass, manifold stud		6
5	365-730	\$0.39	LOCK WASHER, exhaust manifold stud		4
6	460-400	\$349.99	EXHAUST MANIFOLD		1
9	328-990	\$1.49	STUD, exhaust pipe flange		3
10	310-260	\$1.19	NUT, exhaust pipe flange (brass)	standard fitment	3
	310-985	\$2.59	NUT, exhaust pipe flange (brass)	extra tall 9/16", optional	3
11	324-040	\$0.39	LOCKWASHER		3
12	470-230	\$7.89	SEALING RING, pipe to manifold		1
13	454-870	NA	FRONT PIPE, 1-piece	(ships by truck freight)	1
	454-845	NA	FRONT PIPE, 2-piece with slip joint		1
14	321-798	\$0.69	BOLT AND NUT, strap to pipe		1
15	470-170	\$5.99	STRAP, short		1
16	470-160	\$8.99	STRAP, long		1
17	470-138	\$17.99	HANGER ASSEMBLY		1
	321-678	\$0.89	BOLT & NUT SET		1
18	412-080	\$4.99	MOUNT		1
19	454-580	\$159.99	MUFFLER		1
20	470-150	\$13.99	HANGER		1
	321-678	\$0.89	BOLT & NUT SET, rear hanger		1
21	451-728	\$64.99	EXHAUST PIPE HEAT SHIELD		1
			(accessory insulation, mounts under floor to keep floorboards from scorching or burning)		
22	812-070	\$2.49	CLAMP, repl. type		1
	812-078	\$3.49	CLAMP, original type		1

Supplemental Heat Shields

Significantly lower the ambient temperature of your floorboards with this stainless steel and aluminized ceramic fiber heat shield set which mounts under the floor and on the toeboard. A quick and easy upgrade which is installed with basic hand tools. Full illustrated instructions are included.

021-647 \$194.99 [MORE INFO ONLINE](#)



Monza Free-Flow Muffler

Give your car an aggressive look, as well as the deep mellow exhaust note characteristic of high performance sporting vehicles! This muffler is designed to give you an increase in both horsepower and gas mileage by reducing exhaust gas back-pressure. Constructed of heavy gauge steel, black with chrome-tipped ends. Does not include front pipe. (Hanger and bracket require repositioning to properly mount.)

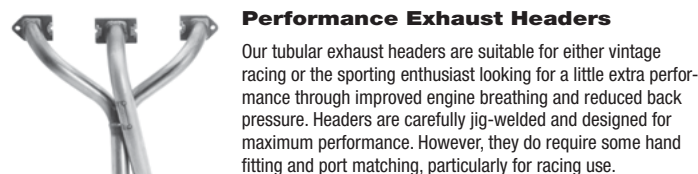
454-590 NA



Polished Stainless Steel Exhaust System

Introducing the finest, most beautiful Tourist Trophy polished stainless steel exhaust system custom made for the MGA 1500, 1600 and 1622 engines using the highest quality materials and workmanship. With a sporty exhaust note and a mirror polish that shines like chrome, Tourist Trophy's MGA Exhaust System provides a fantastic sound and a brilliant look to your classic sportscar. Check out this set of features: 1.2 mm thick 201 Stainless Steel used for muffler shell, tips, and piping. Muffler packing is a combination of stainless steel wool and fiberglass for a classic sportscar sound that is throaty under acceleration but never intrusive while cruising. Stainless Steel is used for inner core and perforated tubing. Entire mid-pipe/muffler is completely polished to a mirror shine. Muffler tip angled in away from the overrider. Uses all the original hangers and supports. 5 Year Limited Warranty.

454-879 \$449.99 [MORE INFO ONLINE](#)



Performance Exhaust Headers

Our tubular exhaust headers are suitable for either vintage racing or the sporting enthusiast looking for a little extra performance through improved engine breathing and reduced back pressure. Headers are carefully jig-welded and designed for maximum performance. However, they do require some hand fitting and port matching, particularly for racing use.

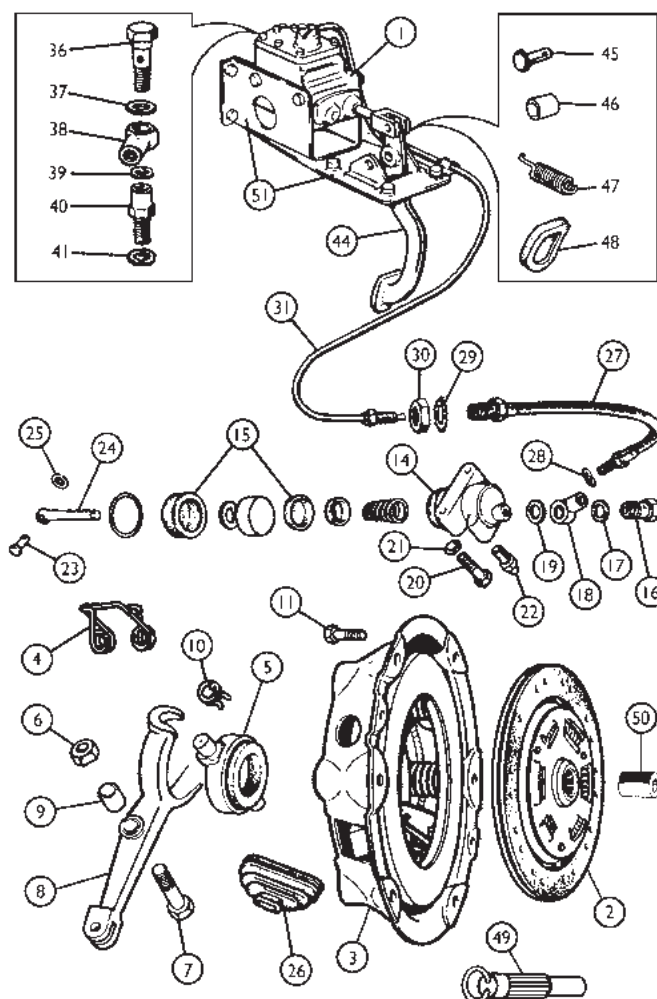
454-855 \$699.99



Twin Cam Stainless Steel Exhaust System

Constructed entirely of top quality stainless steel, this is the ideal system for your car, especially if you live where winter road conditions are harsh. Includes all pipes from the manifold flange back. Use stock clamps and hangers (not included). Guaranteed for life against corrosion only.

MGA Twin Cam 452-100 \$549.99



No.	Part#	Price (Each)	Description	Application	Qty Req.
20	320-345	\$0.99	BOLT, cylinder to gearbox	1500 thru (c)21512	2
	322-670	\$1.09	BOLT, cylinder to gearbox	from 1500 (c)21513 - on	2
21	324-040	\$0.39	WASHER		2
22	180-080	\$3.69	BLEEDER		1
23	325-140	\$1.19	CLEVIS PIN		1
24	180-200	\$3.59	PUSH ROD		1
25	365-720	\$0.79	WASHER		1
26	461-010	\$3.49	BOOT, clutch lever		1
27	180-820	\$26.99	HOSE, clutch, stock type		1
	180-821	\$8.99	HOSE, clutch, stock type, aftermarket		1
	180-823	\$26.99	HOSE, clutch, stainless steel braid	(Includes nut #30)	1
28	324-720	\$0.99	WASHER, copper		1
29	324-180	\$0.49	LOCK WASHER		1
30	311-420	\$1.99	NUT		1
31	181-210	\$55.99	PIPE, master cylinder to hose	LHD only	1
	181-215	NA	PIPE, master cylinder to hose	RHD only	1
36	180-390	\$14.99	BANJO BOLT		1
37	324-740	\$1.69	WASHER, large copper		1
38	180-050	\$36.99	BANJO FITTING		1
39	324-720	\$0.99	WASHER, small copper		1
40	180-400	\$13.79	ADAPTOR, slave cylinder pipe		1
41	324-730	\$0.69	WASHER, copper		1
44	190-595	NA	PEDAL, CLUTCH		1
45	325-150	\$1.29	CLEVIS PIN		1
46	330-180	\$7.49	PEDAL BUSH		1
47	329-350	\$2.29	SPRING, pedal return		1
48	280-770	\$1.49	PEDAL PAD, brake & clutch		2
49	387-250	\$3.99	CLUTCH ALIGNMENT TOOL	10 spline	1
	387-210	\$3.99	CLUTCH ALIGNMENT TOOL	23 spline	1
50	330-160	\$3.19	BUSHING, spigot		1
51			M/C BOX, PEDAL BOX	see page 40	

Sorting Out Clutch Problems

Clutch problems fall into three categories:

- The clutch does not release properly when the pedal is depressed, resulting in difficult engaging of gears.
- Clutch slip, a condition where the engine speed increases when you give the car gas while in gear, but the car does not speed up accordingly.
- Clutch judder, where the clutch does not take up smoothly as you let the clutch out.

Problem "a" is usually caused by faulty hydraulics. First, check that there is sufficient fluid in the clutch master cylinder. If the level is low, look for leaks at the master cylinder or slave cylinder, and rebuild or replace these cylinders as necessary. If the level is okay and there are no leaks evident, bleed the system to ensure there is no air present. Check that the flexible hose has not deteriorated; watch to see that it does not expand in diameter while a colleague pushes the clutch pedal. If the hydraulics are working properly, the end of the throwout fork arm should travel a minimum of 3/8". If the clutch does not release properly, even though the hydraulics are working correctly, either the throwout bearing is completely worn out (so the pressure plate is not being pushed far enough to release the disc), or the disc itself is hanging up. Either of these problems require that the engine be removed to inspect and remedy the situation.

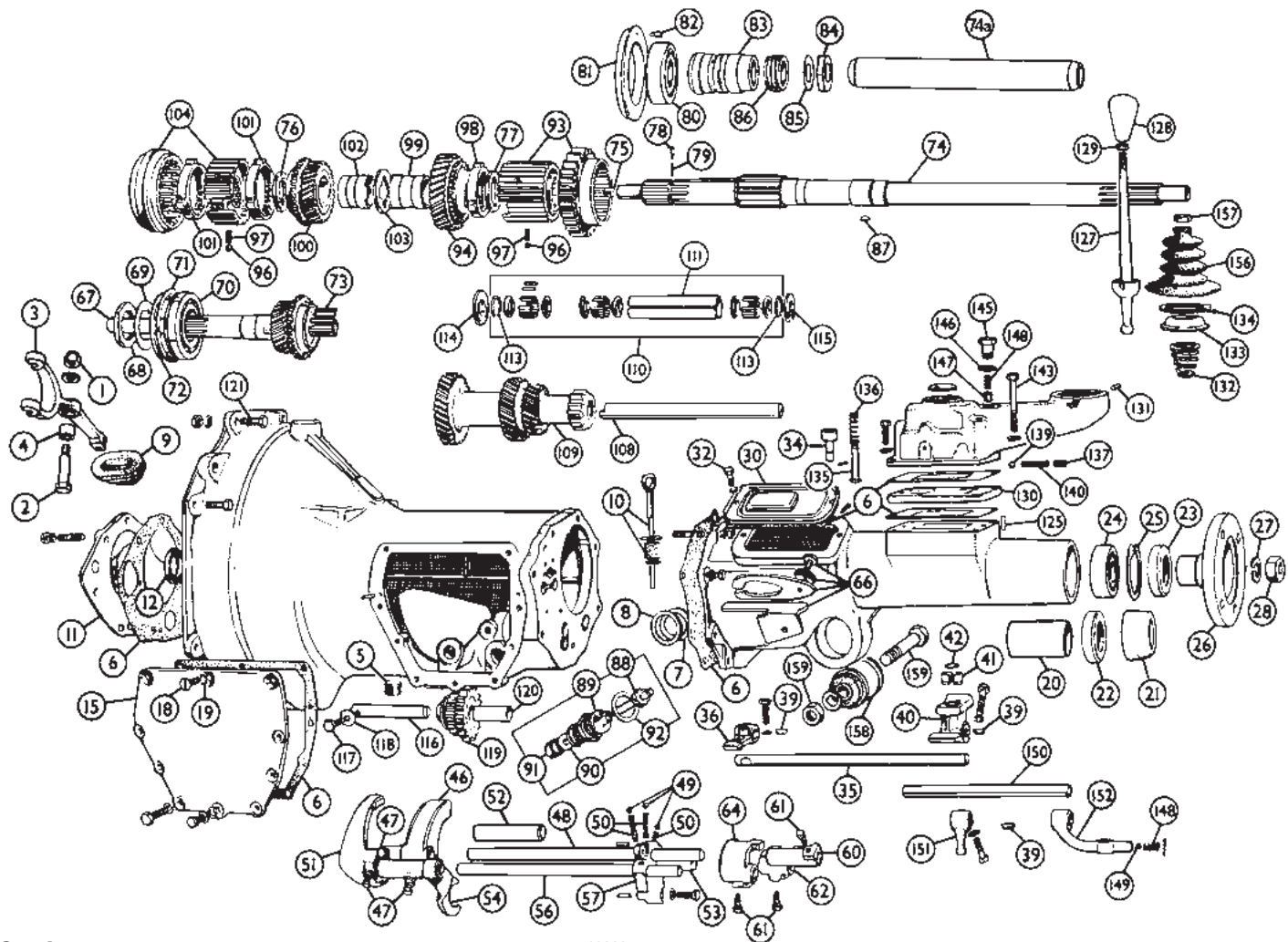
Problems "b" and "c" both require that the engine be removed to get at the clutch. Clutch slip results from the disc being worn out or oily, (which also causes judder), or the pressure plate springs being weak. Since getting to the clutch is such a labor-intensive operation, we strongly recommend replacing the disc pressure plate and throwout bearing if you have a mechanical problem with your clutch. Also, check the clutch lever bushing and pivot bolt and replace if worn. Excess play of the lever will cause premature wear on the throwout bearing. A new throwout bearing has 11/64" of carbon thrust face exposed from the metal body; if yours has 1/8" or less, it should be replaced, too. If your disc has worn so far that the rivets are exposed, check the face of the flywheel for grooves. It must be removed and resurfaced if the surface is scored noticeably.

Clutch

10222

No.	Part#	Price (Each)	Description	Application	Qty Req.
1			MASTER CYLINDER See page 40 for details.		
	501-050	\$399.99	CLUTCH KIT, Borg & Beck (3 pieces)	1500, 1600 & MKII to (e)3928	1
	501-055	\$399.99	CLUTCH KIT, Borg & Beck (3 pieces)	MKII from (e)3929	1
2	190-140	\$99.99	CLUTCH DISC, by AP 10 splines	1500, 1600 & MKII to (e)3928	1
	190-250	\$99.99	CLUTCH DISC, by AP 23 splines	MKII from (e)3929	1
3	501-015	\$229.99	PRESSURE PLATE, Borg & Beck	all	1
4	190-530	NA	RETAINER, release plate	all	3
5	190-290	\$15.99	RELEASE BEARING, stock type	(carbon faced)	1
MGA starters have a habit of chewing up the flywheel ring gear. While replacing a clutch, always check the ring gear for damage to the teeth, and have your machine shop install a new one if significant damage is present.					
6	310-070	\$0.39	NUT	1500 to (e)4524	1
	310-240	\$0.89	NUT	from (e)4525 thru MKII	1
7	190-555	NA	BOLT	1500 to (e)4524	1
	190-550	\$6.29	BOLT	from (e)4525 thru MKII	1
8	190-545	NA	LEVER, clutch release	1500 to (e)4524	1
	190-540	NA	LEVER, clutch release	from (e)4525 thru MKII	1
9	330-290	\$3.39	BUSHING, in lever	1500 to (e)4524	1
	330-200	\$1.79	BUSHING, in lever	from (e)4525 thru MKII	1
10	190-310	\$1.99	RETAINER, release bearing		2
11	322-540	\$0.79	BOLT, plate to flywheel		6
	365-730	\$0.39	LOCKWASHER for bolt		6
14	180-720	\$179.99	SLAVE CYLINDER, Lockheed		1
	180-715	\$15.99	SLAVE CYLINDER, aftermarket		1
15	180-960	\$5.99	REPAIR KIT		1
16	180-390	\$14.99	BANJO BOLT	1500 to (c)11767	1
17	324-740	\$1.69	WASHER, large copper		1
18	180-050	\$36.99	BANJO		1
19	324-720	\$0.99	WASHER, small copper		1

Gearbox



10223

Gearbox

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	310-070	\$0.39	NUT	1500 to (e)4524	1
	310-240	\$0.89	NUT	from (e)4525 thru MKII	1
2	190-555	NA	BOLT	1500 to (e)4524	1
	190-550	\$6.29	BOLT	from (e)4525 thru MKII	1
3	190-545	NA	LEVER, clutch release	1500 to (e)4524	1
	190-540	NA	LEVER, clutch release	from (e)4525 thru MKII	1
4	330-290	\$3.39	BUSHING, in lever	1500 to (e)4524	1
	330-200	\$1.79	BUSHING, in lever	from (e)4525 thru MKII	1
5	328-055	\$9.99	PLUG, oil drain		1
	328-056	\$39.99	PLUG, oil drain, magnetic		1
6	296-440	\$5.49	GEARBOX GASKET SET		1
7	328-320	NA	PLUG, blanking		1
8	324-830	\$2.39	WASHER, for #328-320 plug		2
9	461-010	\$3.49	BOOT, clutch lever		1
10	461-020	NA	DIPSTICK ASSEMBLY		1
11	461-000	NA	FRONT COVER	to (G)A8010	1
	461-030	NA	FRONT COVER	from (G)A8011 on	1
12	120-300	\$1.99	OIL SEAL, input shaft		1
15	461-040	NA	SIDE PLATE		1
18	323-290	NA	SCREW, countersunk		3
19	461-050	\$0.99	WASHER		3
20	461-060	NA	BUSH, sliding spline mainshaft		1
21	121-000	\$104.99	SEAL, thick steel/rubber/felt, external	1500 to (c)20752	1
22	120-400	\$15.99	SEAL, thin steel/rubber, internal	1500 from (c)20753 to end of 'GB' engine	1
23	121-100	\$3.99	SEAL, flanged type mainshaft		1
24	071-329	\$16.99	BEARING, flanged type mainshaft	from GD engine on	1
25	326-160	NA	CLIP	("late type" - see illus. on facing page)	1
26	461-800	NA	FLANGE		1
27	324-100	\$0.89	LOCK WASHER	from GD engine on	1
28	310-570	\$3.49	NUT		1
30	460-000	NA	COVER		1
32	322-645	\$0.49	BOLT		6
34	267-040	\$10.79	BREATHER		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
35	461-080	NA	SHAFT, remote control		1
36	461-090	NA	LEVER, front selector		1
39	327-030	\$0.39	KEY		4
40	461-100	NA	LEVER, rear selector		1
41	461-110	\$5.89	BUSHING, nylon replacement		1
42	326-170	NA	CLIP		1
46	461-120	NA	FORK, 1st & 2nd gear		1
47	461-760	\$4.29	LOCK BOLT		3
	462-410	NA	NUT, for #461-760 lock bolt		3
48	461-130	NA	SHAFT, 1st & 2nd fork		1
49	329-520	\$0.79	BALL		3
50	329-240	\$3.49	SPRING		3
51	461-150	NA	FORK, 3rd & 4th gear		1
52	461-140	NA	TUBE, spacing (on shaft #53)		1
53	461-160	NA	SHAFT, 3rd & 4th fork		1
54	461-170	NA	FORK, reverse gear		1
56	461-180	NA	SHAFT, reverse gear fork		1
57	461-190	NA	BLOCK, shaft locating		1
60	461-200	NA	SELECTOR, 1st & 2nd gear		1
61	461-770	\$3.19	LOCK BOLT		3
62	461-210	NA	SELECTOR, 3rd & 4th gear		1
64	461-220	NA	SELECTOR, reverse gear		1
66	461-230	NA	ARM ASSEMBLY, interlock		1
67	461-240	NA	SHAFT, input, 10 clutch splines	1500, 1600 & early MKII	1
	461-250	NA	SHAFT, input, 23 clutch splines	MKII from (e)16GC3929	1
68	461-260	\$13.99	NUT		1
69	461-270	\$4.09	LOCK WASHER		1
70	127-200	\$39.99	BEARING, input shaft		1
71	326-180	NA	CLIP		1
72	461-280	\$11.79	SHIM, .002"		A/R
	461-290	\$11.79	SHIM, .004"		A/R
73	442-298	\$13.59	ROLLER SET		1
74	451-365	NA	MAINSHAFT, sliding joint type	1500 to (c)20752	1

No. Part#	Price (Each)	Description	Application	Qty Req.
451-375	\$199.99	MAINSHAFT, sliding joint type	1500 from (c)20753; (G) A101 to end of 'GB' eng.	1
451-370	NA	MAINSHAFT, flanged type		1
	NA	SPACER, mainshaft		1
75 461-300	\$0.69	RESTRICTOR	from 'GD' engine on	1
The factory manual recommends 30 wt. engine oil for MGA gearboxes. Heavier oil will slow the gear change but its use is acceptable to quiet noisy gears. Use 40 or 50 wt. oil.				
76 461-310	NA	WASHER, .157"		A/R
461-320	\$24.99	WASHER, .159"		A/R
461-330	\$24.99	WASHER, .161"		A/R
77 461-340	NA	THRUST WASHER, rear		1
78 461-350	NA	PEG, front thrust washer		1
79 329-250	NA	SPRING		1
80 127-900	\$35.99	BEARING, mainshaft		1
81 461-360	NA	HOUSING		1
82 461-370	NA	PEG		1
83 461-380	NA	SPACER		1
84 461-395	NA	NUT	1500 to (c)20752	1
85 461-405	NA	LOCK WASHER		1
86 461-425	NA	GEAR, speedo drive		1
461-385	\$17.99	NUT	1500 from (c)20753 to end of GB engine	1
461-365	\$4.09	LOCK WASHER		1
461-410	NA	GEAR, speedo drive		1
310-570	\$3.49	NUT	1500 from (e) GD101	1
324-100	\$0.89	LOCK WASHER		1
461-410	NA	GEAR, speedo drive		1
461-410	NA	GEAR, speedo drive	1600 & MKII	1
The MGA rear oil seal changed three times. The 1500s used a flanged seal that mounted over the tailpiece end. The next (and most common) tailpieces were fitted with an internal flush seal made up of steel and rubber. The last change incorporated an internal flush fit seal similar to the first. Some care is needed to determine which seal is appropriate for your car, as the parts found in any particular MGA today are not always the same parts with which the car left the factory. See notes & illustration below.				
87 327-120	\$1.19	KEY		1
88 461-430	NA	PINION, speedo drive		1
89 461-440	NA	PINION HOUSING		1
90 461-445	\$2.79	SEAL, pinion		1
91 461-460	NA	RING		1
92 324-820	\$6.99	WASHER		1
93 461-470	\$369.99	FIRST GEAR ASSEMBLY, with hub		1
94 461-480	NA	SECOND GEAR, improved type		1
96 329-550	\$0.99	BALL		6
97 329-260	\$1.59	SPRING		6
98 461-490	\$39.99	SYNCHRO RING, 2nd gear, brass		1
461-495	\$59.99	SYNCHRO RING, 2nd gear, steel		1
99 461-500	\$54.99	BUSHING, 2nd gear		1
Another source of lost motion is worn pedal clevises, and the slave cylinder rod and clevis. These should be replaced when wear becomes apparent, as a relatively small amount of movement works the entire system.				
100 461-510	NA	THIRD GEAR		1
101 461-520	\$36.99	SYNCHRO RING, 3rd & 4th gear		2
102 461-530	NA	BUSHING, 3rd gear		1
103 461-540	\$8.99	RING, interlocking		1
104 461-550	NA	SLIDING HUB AND DOG ASSEMBLY		1
108 461-560	\$46.99	SHAFT, laygear, stock type		1
461-561	\$79.99	SHAFT, laygear, uprated		1
109 461-570	\$419.99	LAYGEAR		1
461-571	\$599.99	LAYGEAR KIT, w/upgraded bearings & shaft	MORE INFO ONLINE	1
110 461-868	\$139.99	BEARING KIT		1
111 461-580	\$23.99	TUBE, bearing spacer		1
113 326-190	\$0.89	CIRCLIP		3
114 461-590	\$12.99	THRUST WASHER, front		1
115 461-600	\$19.99	THRUST WASHER, rear .155"	A/R	1
461-610	\$19.99	THRUST WASHER, rear .157"	A/R	1
461-620	\$19.99	THRUST WASHER, rear .160"	A/R	1
461-630	\$16.99	THRUST WASHER, rear .163"	A/R	1
116 461-640	NA	SHAFT, reverse gear		1
117 461-780	\$3.29	LOCK BOLT, reverse shaft		1
118 461-650	NA	TAB WASHER		1
119 461-660	\$43.99	REVERSE GEAR		1
120 330-170	NA	BUSHING		1
121 321-598	\$1.79	BOLT & NUT, gearbox to engine		7
125 325-060	\$0.79	PIN		2

No. Part#	Price (Each)	Description	Application	Qty Req.
127 443-065	\$94.99	GEARSHIFT LEVER		1
128 461-680	\$26.99	GEARSHIFT KNOB, reproduction of original		1
129 311-405	\$1.59	NUT, chrome plated		1
130 461-690	NA	PLATE		1
131 325-100	\$16.49	PIN		2
132 443-070	\$42.99	SPRING		1
133 443-080	\$26.49	RETAINER		1
134 443-090	\$18.99	CIRCLIP		1
135 461-700	NA	PLUNGER, reverse selector		1
136 329-270	NA	SPRING, plunger		1
137 461-710	NA	PLUG, plunger		1
139 329-520	\$0.79	BALL, plunger		1
140 329-240	\$3.49	SPRING, plunger		1
143 322-460	\$0.69	BOLT, long		2
145 460-150	NA	CAP, plunger retaining		1
146 324-770	\$1.99	WASHER		1
147 443-030	\$27.99	PLUNGER		1
148 329-010	\$0.99	SPRING		2
149 329-510	\$0.89	BALL		1
150 461-730	NA	SHAFT, remote control		1
151 461-740	NA	LEVER, front		1
152 461-750	NA	LEVER, rear		1
156 280-760	\$7.49	GEARSHIFT BOOT		1
157 326-480	\$7.49	CHROME RING		1
158 413-040	\$9.99	REAR GEARBOX MOUNT		1
159 322-698	\$7.39	BOLT AND NUT, rear mount		1

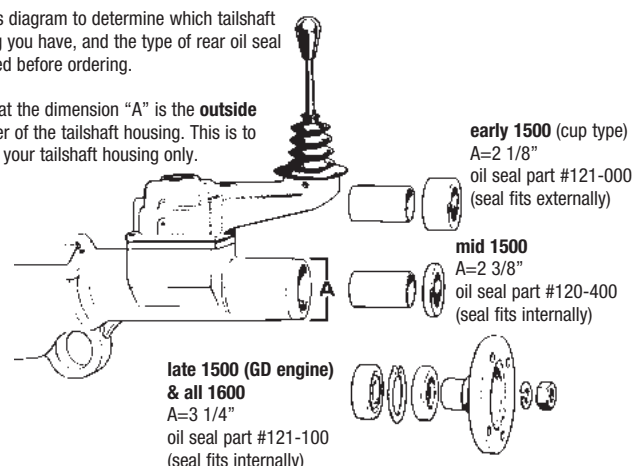
Note: This bolt has always been shown in factory drawings as we show it - with the head on the right hand side. However, it can't then be removed without removing the gearbox cover. For practicality, it should be inserted from the left so it can be dealt with more easily.

Laygear shafts for early gearboxes are subject to excessive wear and can cause expensive problems if pitted bearing wear causes the laygear to seize. Removal and replacement of the layshaft is not difficult when the transmission is out for a clutch job. Proceed as follows: With the gearbox standing on its end and adequately supported, remove the gearbox front cover plate. This leaves the end of the layshaft exposed, and it can then be pulled straight up and out for inspection. Do not tilt the gearbox until the layshaft has been replaced, or realignment of the laygear and various thrust washers may be very difficult. If, upon inspection, the layshaft is heavily pitted, a complete teardown is recommended, as the laygear roller bearings will also be excessively worn. The ideal situation is to replace the layshaft just before it starts pitting. It's also a good idea to replace the 1st motion shaft seal (Moss #120-300).

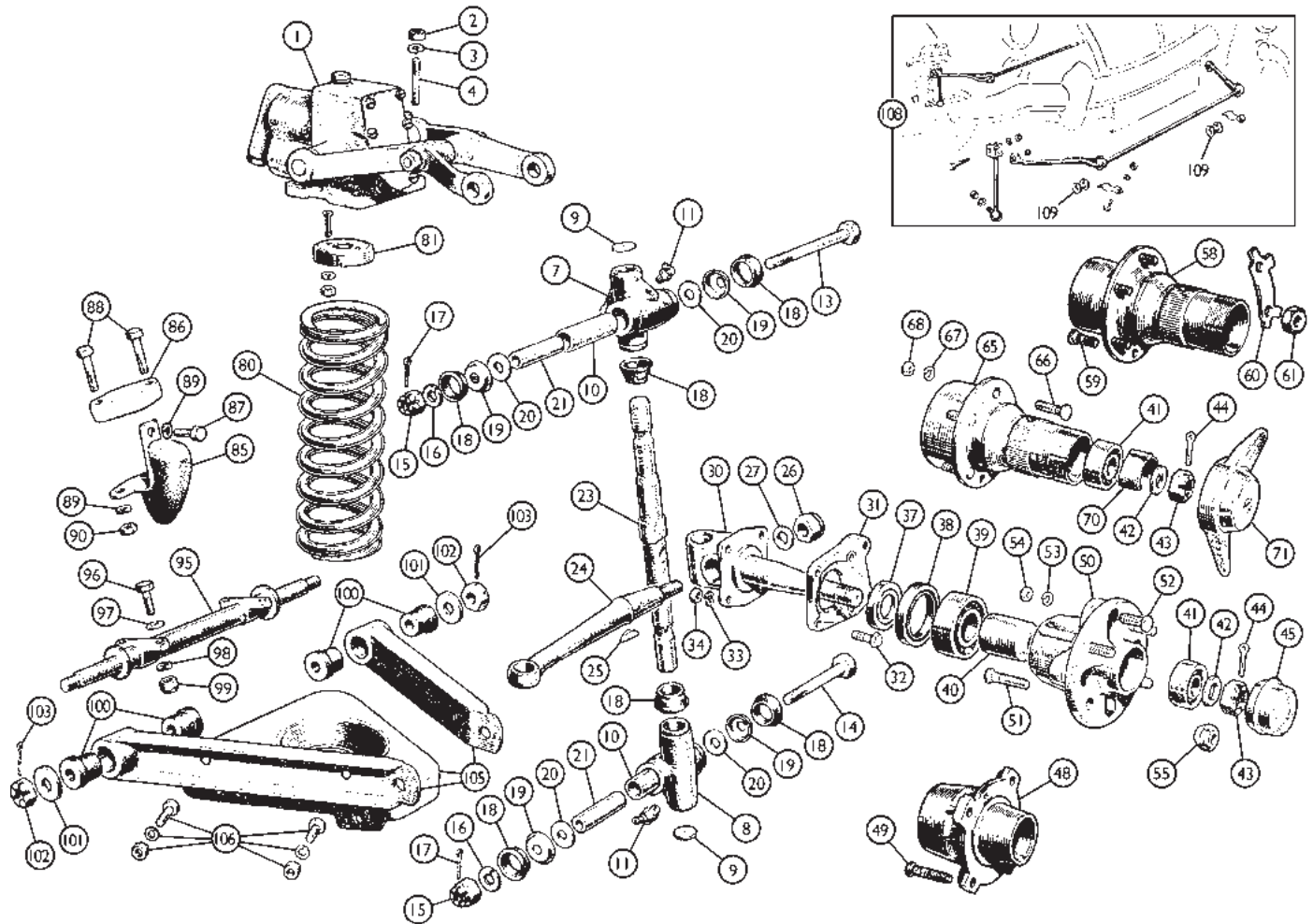
MGA Gearbox Rear Oil Seal Identification

Use this diagram to determine which tailshaft housing you have, and the type of rear oil seal you need before ordering.

Note that the dimension "A" is the outside diameter of the tailshaft housing. This is to identify your tailshaft housing only.



Front Suspension



Front Suspension

10224

No.	Part#	Price (Each)	Description	Application	Qty Req.
	264-358	\$159.99	MAJOR SUSPENSION KIT	Includes all items marked †	1
	264-348	\$159.99	MAJOR SUSPENSION KIT, V8 bushings		1
	264-338	\$179.99	MAJOR SUSPENSION KIT, poly bushings		1
	281-768*	\$49.99	SUSPENSION RUBBER KIT		1
	Includes all items marked * on this page and page 37.				
1	264-800	\$349.99	SHOCK ABSORBER, front, new	Armstrong replacement	2
			These require bolt set below instead of stock studs.		
	264-805	NA	SHOCK ABSORBER, rebuilt, exchange		2
		\$100.00	CORE CHARGE FOR 264-805 Shock Absorber		
2	310-050	\$0.69	NUT	for original shocks	8
3	324-040	\$0.39	LOCKWASHER		8
4	264-530	\$3.99	STUD		8
	264-538	\$17.99	BOLT SET for replacement shocks (4 bolts & lockwashers)		
7	264-180	\$229.99	LINK, top R/H		1
	264-190	\$229.99	LINK, top L/H		1
8	264-200	\$199.99	LINK, bottom R/H		1
	264-210	\$199.99	LINK, bottom L/H		1
9	328-210	\$0.89	PLUG		4
10	330-140†	\$8.99	BUSHING		4
11	328-550	\$2.69	GREASE NIPPLE		4
13	321-568†	\$10.99	BOLT, NUT & LOCKWASHER, upper		2
14	321-558†	\$8.99	BOLT, NUT & LOCKWASHER, lower		2
15	310-405†	\$2.69	NUT, castellated		2
16	322-835†	\$0.49	LOCKWASHER		4
17	325-440†	\$0.39	COTTER PIN		4
18	281-388*†	\$18.99	SEAL SET	4 pin seals, 8 link seals	1
19	264-010†	\$0.89	SEAL SUPPORT		8
20	324-510†	\$1.29	THRUST WASHER		8
21	264-070†	\$5.89	STEEL TUBE		4
23	264-220	\$169.99	SWIVEL PIN, R/H		1
	264-230	\$169.99	SWIVEL PIN, L/H		1
24	264-570	NA	LEVER, L/H	1500 to (c)54246	1
	264-560	NA	LEVER, R/H		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
	264-575	NA	LEVER, L/H	1500 from (c)54247	1
	264-565	NA	LEVER, R/H		1
	264-700	NA	LEVER, L/H	1600 & MKII	1
	264-690	NA	LEVER, R/H		1
25	327-060	\$0.79	KEY		2
26	310-400	\$0.89	NUT	1500 to (c)54246 from (c)54247 on	2
	310-500	\$2.29	NUT		2
27	324-400	\$1.39	WASHER		2
30	264-160	NA	STEERING KNUCKLE, R/H	1500 to (c)54246	1
	264-170	NA	STEERING KNUCKLE, L/H		1
	264-670	NA	STEERING KNUCKLE, R/H	from (c)54247	1
	264-680	NA	STEERING KNUCKLE, L/H		1
31		NA	PLATE, caliper mounting, L/H	1600	1
		NA	PLATE, caliper mounting, L/H		1
32	322-020	\$7.99	BOLT, brake back plate	1500	8
	320-115	\$1.39	BOLT, caliper mounting plate	1600 thru (c)102588	8
	322-615	\$2.99	BOLT, caliper mounting plate	1600 from (c)102589	8
33	324-040	\$0.39	LOCKWASHER		8
34	310-050	\$0.69	NUT		8
37	264-080	\$24.99	SPACER, oil seal	1500, 1600 Not Twin Cam/MKII DeLuxe	2
38	120-600	\$2.79	OIL SEAL		2
39	125-500	\$16.99	BEARING, inner		2
40	264-090	NA	SPACER		2
41	125-400	\$13.99	BEARING, outer	Twin Cam and MKII DeLuxe only	2
37	264-630	NA	SPACER, oil seal		2
38	120-900	\$2.99	OIL SEAL		2
39	126-000	\$14.99	BEARING, inner		2
40	264-960	\$8.99	SPACER	Twin Cam and MKII DeLuxe only	2
	263-500	\$1.59	SHIM, front hub, .003"		A/R
	263-510	\$1.59	SHIM, front hub, .005"		A/R
	263-520	\$1.59	SHIM, front hub, .010"		A/R
41	126-100	\$16.99	BEARING, outer		2
42	324-450	\$10.99	WASHER		2
43	311-450	\$12.99	NUT, R/H (r/h thread)		1

Front Suspension

No.	Part#	Price (Each)	Description	Application	Qty Req.
	311-460	\$12.99	NUT, L/H (l/h thread)		1
44	325-442	\$0.89	COTTER PIN		2
45	264-120	\$12.99	CAP	all disc wheel	2
48	264-550	NA	HUB, disc wheel	} 1500	2
49	264-760	\$18.99	STUD, disc wheel		8
50	264-745	NA	HUB, disc wheel	1600 to (c)69504	2
	264-750	\$199.99	HUB, disc wheel, aluminum	} 1600 from (c)69505 & MKII	2
	264-755	\$249.99	HUB, disc wheel, steel		2
51	662-010	NA	STUD, disc wheel	1600 (not T/Cam or DeLuxe)	8
52	264-710	NA	STUD, disc wheel	1600 thru (c)69504	8
	264-400	\$2.99	BOLT, disc wheel	1600 from (c)69505	8
53	324-040	\$0.39	LOCKWASHER, disc wheel	} 1600	8
54	310-075	\$0.39	NUT, disc wheel		8
55	264-770	\$3.39	LUGNUT, disc wheel	(not T/Cam or DeLuxe)	8
58	264-300	\$229.99	HUB, wire wheel, R/H	} 1500 wire wheels	1
	264-310	\$229.99	HUB, wire wheel, L/H		1
59	264-140	\$5.79	STUD		12
60	264-150	\$2.29	LOCKTAB		6
61	311-778	\$6.99	NUT SET (12 nuts)		1
65	264-720	NA	HUB, wire wheel, R/H	} 1600 wire wheel to (c)70275 (uses studs #66)	1
	264-730	NA	HUB, wire wheel, L/H		1
	264-740	\$239.99	HUB, wire wheel, R/H	} 1600 wire wheel from (c)70276 (uses bolts #66)	1
	264-735	\$239.99	HUB, wire wheel, L/H		1
66	264-710	NA	STUD	} 1600 wire wheel to (c)70275	8
	264-400	\$2.99	BOLT		8
	324-040	\$0.39	LOCKWASHER	} 1600 wire wheel from (c)70276	8
68	310-075	\$0.39	NUT		8
70	264-410	\$15.79	RETAINER, grease	wire wheel	2
71	200-210	\$69.99	WHEEL NUT, wire wheel, R/H		2
	200-220	\$69.99	WHEEL NUT, wire wheel, L/H		2
80	264-386	NA	COIL SPRING PAIR all incl. Twin Cam & MKII DeLuxe		1
81	263-450	\$25.99	SPIGOT, spring locating		2
85	264-290	\$13.99	REBOUND BUFFER		2
86	264-060	\$7.89	SPACER, rebound buffer		2
87	NA		BOLT		2
88	NA		BOLT		4
89	365-730	\$0.39	LOCKWASHER		6
90	310-140	\$0.39	NUT		4
95	264-270	\$52.99	PIVOT		2
96	320-115	\$1.39	BOLT		8
97	324-860	\$0.19	WASHER		8
98	324-040	\$0.39	LOCKWASHER		8
99	114-656	\$0.99	NUT, Aerotite		8
100	281-398*†	\$7.99	BUSHING SET (as original)	(8 each)	1
	280-498	\$7.69	BUSHING SET, heavy-duty rubber/steel bush set as fitted to MGB V8s, recommended		1
	280-485	\$3.89	BUSHING, polyurethane		8
101	264-510	\$1.29	WASHER		4
102	310-410†	\$2.49	NUT, slotted		4
103	325-440†	\$0.39	COTTER PIN		4
105	264-689	\$59.99	SPRING PAN & ARM SET		2
106	321-578	\$4.99	BOLT & NUT SET (8) wishbone arms to spring pans		1
108	454-990	\$469.99	SWAY BAR ASSEMBLY	from (c)66575	1
Sway bar will fit earlier cars only when late chassis extension is fitted.					
109	280-605	\$14.29	BUSH, sway bar	orig. sway bars	2

MGB GT V-8 A-Arm Bushing Set

Originally supplied by the factory for the MGB GT V-8, these steel/rubber combination bushes locate your front suspension's lower a-arms positively and permanently. Set of four bushes replace the eight rubber ones which deteriorate so quickly. Installation instructions included. (These are included in Major Suspension Kit 264-348.)



280-498 \$7.69

Polyurethane A-Arm Bushings

If you're looking for that competition edge in your suspension, you'll want to purchase a set of these. Made of polyurethane instead of stock rubber, these will give you better road feel than even the V-8 bushings. (These are included in Major Suspension Kit 264-338.) 8 required.



280-485 \$3.89 Ea.

More Updated suspension bushes are listed in the "Performance" section of the color pages at the front of this catalog.

Dynolite Shock Absorber Fluid

Replace the original dirty or degenerated fluid with Dynolite Shock Fluid. It is custom formulated specifically for single or double action shock absorbers, in particular Armstrong type lever shock absorbers and motorbike forks. Our special formula fluid is fully compatible with original shock fluid and incorporates an anti-foaming agent which maintains damping power even under tough driving conditions. It also repels water and condensation, retards internal rust, oxidation, and corrosion. With so many benefits, order this essential item for your classic car!



220-306 \$22.99

Front End Rebuild

The four trunnion bushes (#330-140) must be pressed into the trunnions and reamed to size. If you are not equipped with a press and reamer, it is advisable to leave this job to a reliable machinist. Hammering the new bush into the trunnion will distort it and may crack the trunnion itself. Never attempt to remove or replace the trunnions with the tubes (#264-070) in place. Damage to swivel pin threads will result if you do. The lower link bolt holes in the wishbone arms (#264-020) must not be worn. Extra play introduced by this condition causes premature tire wear and makes it impossible to align the front end. This can be dangerous, as the link bolts will have a groove worn in them.

Steering



Accessory Steering Wheels

Hand crafted steering wheels employ the finest bicolored wood laminations or Connolly leather over aircraft quality aluminum frames. Personalize your car with these classic steering wheels. Simply choose the wheel you want, then order the adaptor hub below. (Adaptor hub sold separately.)

Wood Rim Steering Wheels

14" with 3 Drilled Matte Spokes	489-070	\$359.99
15" with 3 Drilled Matte Spokes	489-060	\$359.99
15" with 3 Slotted Matte Spokes	489-080	\$359.99
15" with 4 Solid Polished Spokes	454-245	\$649.99

Leather Rim Steering Wheels

14" with 3 Drilled Black Spokes	489-040	\$319.99
14" with 3 Drilled Matte Spokes	489-030	\$319.99
15" with 3 Drilled Black Spokes	489-020	\$319.99
15" with 3 Slotted Black Spokes	489-050	\$319.99

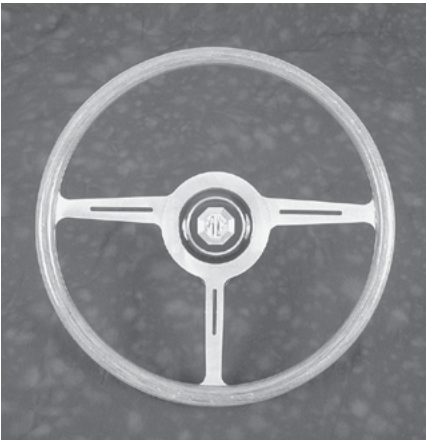
Adaptor Hub (MGA)	454-338	\$149.99
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Classic Steering Wheel

A slightly thicker rim than our other wooden wheels for a more positive grip (approx. 28mm or 1.1" in diameter). It also features non-glare matte finish spokes and a rich solid mahogany wood. This wheel requires adaptor hub 454-338 listed above.

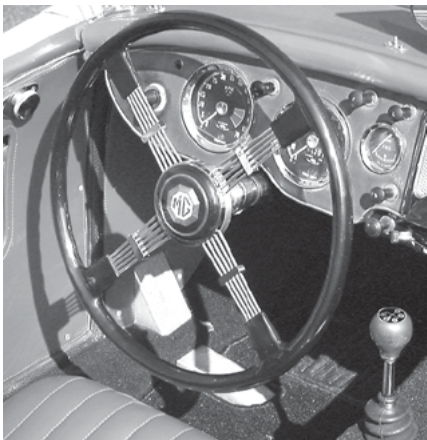
489-090	\$359.99
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Factory Option Wood Rim Steering Wheel

Only for MGAs, this British-made reproduction of the light alloy "Italian Style" factory optional competition item is "the" wheel to have on your finely restored car. Includes integral steering column hub. Centerpiece not included.

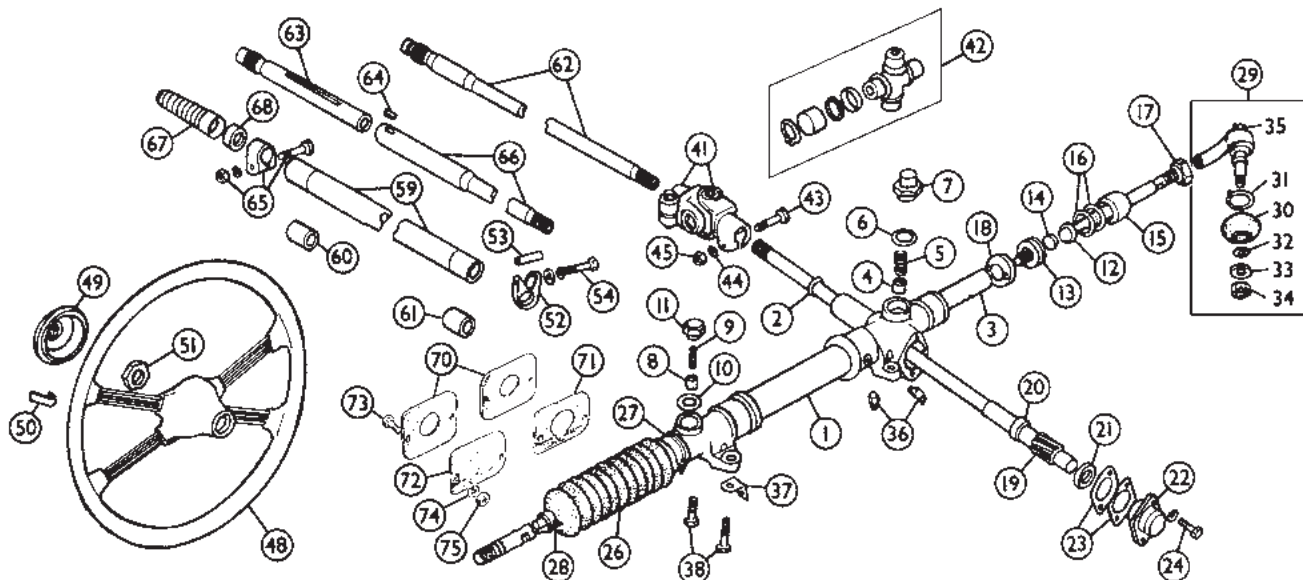
Wood Steering Wheel	263-255	\$1,495.00
Centerpiece	263-110	\$49.99
Clip, centerpiece (4 req'd)	667-425	\$0.39



"Brooklands" Steering Wheel

Classic period styling to make your MGA look just a little different without going too far. Includes integral steering column hub. Centerpiece is included.

Brooklands Steering Wheel	453-165	\$699.99
Replacement Centerpiece	453-155	\$62.99



Steering

10225

No.	Part#	Price (Each)	Description	Application	Qty Req.
	263-100	\$369.99	RACK & PINION ASSEMBLY	LHD only	1
1	263-140	NA	RACK HOUSING		1
2	262-030	\$2.99	SEAL, pinion shaft	LHD only	1
3	263-160	NA	RACK		1
4	262-190	\$35.99	PAD, rack damper		1
5	263-020	NA	SPRING, rack damper		1
6	262-120	\$4.99	SHIM, .003"	A/R	
7	262-090	NA	CAP, rack damper		1
8	263-040	\$10.59	PAD, secondary rack damper		1
9	263-060	NA	SPRING, secondary rack damper		1
10	324-780	\$1.99	WASHER, secondary rack damper		1
11	263-050	NA	CAP, secondary rack damper		1
12	263-150	\$9.99	TIE ROD		2
13	262-170	\$24.99	BALL HOUSING, male		2
14	260-290	\$7.69	BALL SEAT		2
15	262-160	\$21.99	BALL HOUSING, female		2
16	262-130	\$3.29	SHIM, .003"	A/R	
	262-140	\$3.29	SHIM, .005"	A/R	
	262-150	\$3.29	SHIM, .010"	A/R	
17	310-490	\$1.79	LOCK NUT, tie rod		2
18	262-110	\$10.59	LOCK WASHER		2
19	263-170	NA	PINION	LHD only	1
20	263-220	NA	THRUST WASHER, upper		1
21	262-040	NA	THRUST WASHER, lower		1
22	262-230	NA	PINION BEARING / CAP		1
23	262-010	\$5.99	SHIM, .005"	A/R	
	262-020	\$5.29	SHIM, .007"	A/R	
24	322-040	\$0.59	BOLT		2
26	263-010	\$6.99	RACK SEAL, replacement type		2
27	263-235	\$3.59	CLAMP, large	For original rack seals	2
28	117-015	\$2.29	CLAMP, small		2
29	263-288	\$29.99	TIE ROD END, pair		1
30	262-220	\$2.99	BOOT		2
31	262-210	\$2.39	CLIP		2
32	263-240	NA	RING		2
33	324-475	\$0.19	WASHER		2
34	310-320	\$1.49	NUT, nyloc		2
35	328-550	\$2.69	GREASE NIPPLE		2
36	328-550	\$2.69	GREASE NIPPLE, rack tube		2
37	263-130	\$3.29	SHIM, steering rack ass'y. to brackets	A/R	
38	321-588	\$2.99	BOLT SET, 4 nuts & bolts		1
41	263-090	\$139.99	COUPLING JOINT ASS'Y.	Non-rebuildable replacement	1
42	263-265	\$39.99	U-JOINT, GKN/Hardy-Spicer		1
	263-260	\$9.49	U-JOINT, aftermarket		1
43	322-311	\$5.49	BOLT		2
44	365-730	\$0.39	LOCKWASHER		2
45	310-140	\$0.39	NUT		2

No.	Part#	Price (Each)	Description	Application	Qty Req.
48	263-250	\$299.99	STEERING WHEEL, original type		1
Moss spring spoke steering wheels are superior reproductions that are actually better than the factory originals! Our wheels incorporate meticulous attention to detail and use modern (yet vintage feeling) crack-resistant plastic that is far more durable than the original. Our centerpiece is also an excellent reproduction! (Centerpiece not included with wheel.)					
49	263-110	\$49.99	CENTERPIECE, as original		1
50	667-425	\$0.39	CLIP (replacement type)		4
51	263-080	\$13.99	NUT, wheel to shaft		1
52	263-120	\$22.99	CLAMP		2
53	263-300	\$7.39	DISTANCE PIECE		2
54	321-608	\$0.69	BOLT AND NUT		2
59	NA		OUTER TUBE	adjustable column	1
60	260-170	\$7.49	FELT BUSH, upper		1
	260-190	\$5.69	FELT BUSH, upper	non-adjustable column	1
61	260-160	\$7.49	FELT BUSH, lower	all	1
62	263-065	NA	SHAFT	non-adjustable column	1
63	263-070	\$149.99	SHAFT	adjustable column	1
64	327-080	\$8.79	KEY		1
65	263-320	\$12.99	CLAMP, chrome, w/ bolt & nut		1
66	NA		INNER TUBE		1
67	262-250	\$16.99	SPRING COVER, chrome		1
68	262-240	\$3.99	CAP, for cover		1
70	263-310	\$2.69	SEAL, column & blanking plate		2
71	461-641	\$129.99	RETAINER, column seal		1
72	461-642	NA	BLANKING PLATE, steering column hole		1
73	322-040	\$0.59	BOLT		4
74	365-730	\$0.39	LOCKWASHER		4
75	310-140	\$0.39	NUT		4

The MGA steering rack is to be lubricated with SAE 90 oil, not front end grease. The small pom-pom gun that is in so much demand by tool collectors is actually an oil gun and is used to fill the rack.

Front end clunks are caused by loose parts such as A-arm pivots, lower trunnion bolts or shock mounting bolts. A sharp cracking noise is sometimes caused by a stone caught under the coil spring in the spring pan.

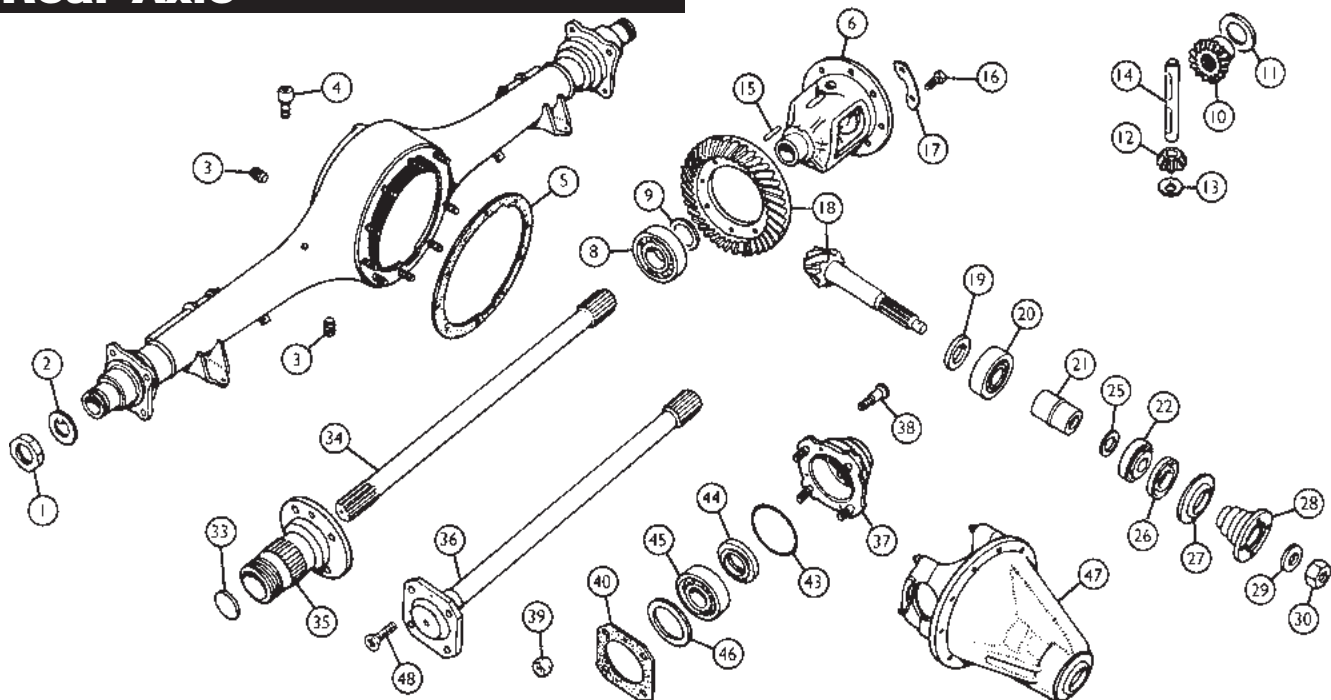


Grease / Oil Gun

Vintage style "pom-pom" gun is similar to the originals supplied as part of the standard tool kit of the MGA. This is the recommended tool to use for lubricating MGA steering racks.

386-710 \$36.99

Rear Axle



Rear Axle

10226

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	267-440	\$26.99	NUT, L/H side (L/H thread)		1
	267-430	\$26.99	NUT, R/H side (R/H thread)		1/2
1500 to (c)11540 used #267-430 (R/H thread) on both sides. All later cars used one #267-430 on the right side, and one #267-440 on the left side.					
2	267-450	\$4.29	TAB WASHER		2
3	319-060	\$3.99	PLUG, oil drain & filler		2
4	267-040	\$10.79	BREATHER		1
Remember to clean the breather on top of your rear axle housing every so often. (It unscrews from the axle housing.) If it gets clogged, pressure builds up inside the housing, forcing oil past the pinion and hub oil seals.					
5	296-200	\$1.49	GASKET		1
6	267-060	NA	DIFFERENTIAL CARRIER		1
8	127-700	\$42.99	BEARING, carrier		2
9	267-150	\$3.29	WASHER, bearing packing, .002"		A/R
	267-155	\$3.29	WASHER, bearing packing, .003"		A/R
	267-160	\$3.29	WASHER, bearing packing, .004"		A/R
	267-170	\$3.99	WASHER, bearing packing, .006"		A/R
10	267-070	\$189.99	DIFFERENTIAL GEAR (10 spline)	1500	2
	267-080	NA	DIFFERENTIAL GEAR (26 spline, 1.115" dia.)	1600 to (c)82892 disc wheel, to (c)82748 wire wheel	2
	267-090	\$199.99	DIFFERENTIAL GEAR (25 spline, 1.075" dia.)	1600 from (c)82893 disc wheel, from (c)82749 wire wheel	2
11	267-140	\$5.79	THRUST WASHER, differential gear		2
12	267-100	\$159.99	PINION, differential		2
13	267-130	\$4.99	THRUST WASHER, differential pinion		2
14	267-110	\$51.49	AXLE, pinion		1
15	267-120	NA	LOCKING PIN, pinion axle		1
16	320-640	\$3.49	BOLT, crown wheel to carrier		8
17	267-220	\$4.79	TAB WASHER		4
18	267-180	\$749.99	GEAR SET, standard (4.300:1, 10/43)		1
	266-320	NA	GEAR SET, optional (4.875:1, 8/39)		1
	267-187	\$879.99	GEAR SET, optional (4.555:1, 9/41)		1
	267-165	\$799.99	GEAR SET, optional (3.909:1)		1
	267-166	\$849.99	GEAR SET, optional (3.700:1, 10/37)		1
19	267-320	\$34.99	THRUST WASHER, pinion, .126"		A/R
	267-310	\$34.99	THRUST WASHER, pinion, .124"		A/R
	267-300	\$34.99	THRUST WASHER, pinion, .122"		A/R
	267-290	\$34.99	THRUST WASHER, pinion, .120"		A/R
	267-280	\$34.99	THRUST WASHER, pinion, .118"		A/R
	267-270	\$34.99	THRUST WASHER, pinion, .116"		A/R
	267-260	\$34.99	THRUST WASHER, pinion, .114"		A/R
	267-250	\$34.99	THRUST WASHER, pinion, .112"		A/R
20	125-600	\$89.99	PINION BEARING, inner		1
21	267-230	\$49.99	SPACER		1
22	125-805	\$49.99	PINION BEARING, outer		1
25	267-330	\$3.29	SHIM, outer bearing, .004"		A/R
	267-340	\$3.29	SHIM, outer bearing, .006"		A/R

No.	Part#	Price (Each)	Description	Application	Qty Req.
	267-345	\$1.99	SHIM, outer bearing, .008"		A/R
	267-350	\$2.49	SHIM, outer bearing, .010"		A/R
	267-360	\$2.49	SHIM, outer bearing, .012"		A/R
	267-370	\$2.39	SHIM, outer bearing, .020"		A/R
	267-380	\$2.49	SHIM, outer bearing, .030"		A/R
26	120-800	\$2.99	OIL SEAL, pinion		1
27	267-240	NA	DUST COVER		1
28	267-390	\$179.99	FLANGE		1
29	324-100	\$0.89	WASHER		1
30	310-570	\$3.49	NUT		1
33	328-260	\$0.99	PLUG		2
34	453-320	NA	AXLE, wire wheel-10 spline	1500	2
	453-340	\$309.99	AXLE, wire wheel-26 spline	1600 to (c)82748	2
	453-350	\$234.99	AXLE, wire wheel-25 spline	1600 from (c)82749	2
35	267-485	\$229.99	REAR HUB EXTENSION, R/H wire wheel		1
	267-480	\$229.99	REAR HUB EXTENSION, L/H wire wheel		1
36	453-310	NA	AXLE, disc wheel-10 spline	1500	2
	453-330	NA	AXLE, disc wheel-26 spline	1600 to (c)82892	2
	453-360	NA	AXLE, disc wheel-25 spline	1600 from (c)82893	2
37	267-400	\$239.99	HUB (1600 style, uses 121-400 o-ring, studs not included)		2
267-400 can be used on 1500 or 1600 cars with either disc wheels or wire wheels. Be sure to order the correct studs for your application.					
38	267-410	\$4.19	STUD, disc wheel		8
	267-500	\$16.99	STUD, wire wheel		8
39	264-770	\$3.39	NUT, disc wheel		8
	310-300	\$0.99	NUT, brake drum to hub	wire wheel	8
40	296-100	\$0.89	GASKET, rear hub		2
	125-860	\$23.99	BEARING KIT		2
43	121-405	NA	O-RING (1600 type may be used)	1500	2
	121-400	\$1.79	O-RING	1600	2
44	120-900	\$2.99	OIL SEAL		2
45	127-600	\$44.99	BEARING, hub		2
46	267-420	\$53.99	SPACER	disc wheel	2
47	267-050	NA	HOUSING, differential		1
48	323-255	\$0.69	SCREW, flange to hub		2

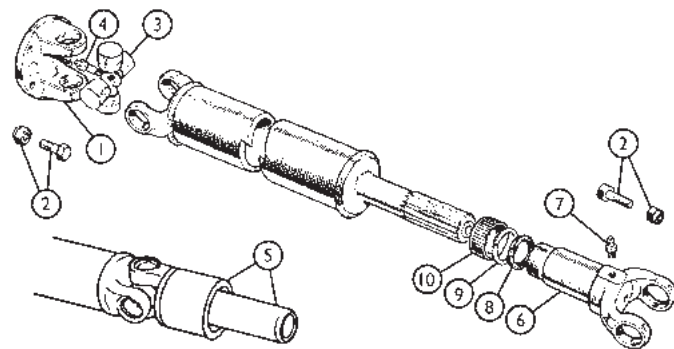
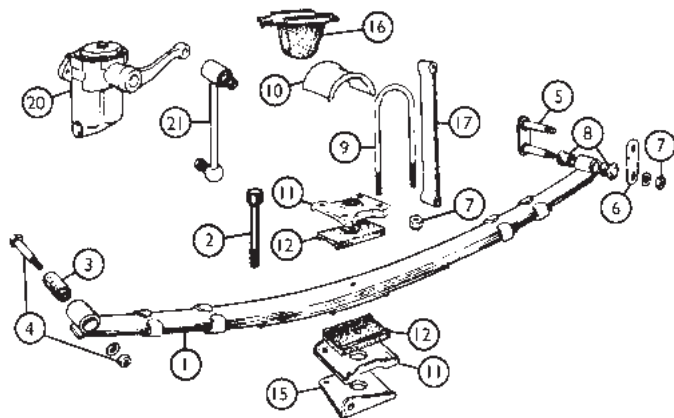
Speedi-Sleeve



When a new seal cannot compensate for excessive damage, these ultra-thin sleeves provide a new sealable surface. Instructions and installation tool are included.

For differential flange #28	520-500	\$62.99
For hub seal (end of axle tube)	520-520	\$65.99

Rear Suspension & Driveshaft



Rear Suspension

10227

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	454-841	\$99.99	LEAF SPRING		2
2	320-468	\$27.99	BOLT with spacer & nut		2
	320-460	NA	BOLT, spring center		2
3	267-510	\$12.59	BUSHING, spring eye, rubber		2
	267-514†	\$16.99	BUSHING SET, spring eye, Prothane		1
4	321-738	\$4.29	BOLT & NUT		2
5	267-520	\$14.49	SHACKLE PIN & PLATE		2
6	267-530	\$3.49	SHACKLE PLATE		2
7	310-050	\$0.69	NUT, shackle & u-bolt		20
8	282-858*	\$5.29	BUSHING SET, shackle pins, rubber	Set of 8	1
	683-032	\$52.99	BUSHING SET, SuperPro polyurethane	Set of 8	1
	282-855†	\$14.99	BUSHING SET, shackle pins, Prothane	Set of 4	2
	267-545	\$15.49	BUSHING, shackle pins, Nylatron		8
9	267-550	\$7.99	U-BOLT		4
10	267-560	\$7.99	BUFFER PLATE, U-bolt		2
11	267-570	\$8.99	PLATE		4
12	281-598*	\$8.49	PAD SET, rubber		1
	281-600†	\$29.99	PAD SET, Prothane		1
	267-555	NA	PAD, Nylatron		4
15	267-590	\$44.99	BRACKET, R/H		1
	267-600	\$44.99	BRACKET, L/H		1
16	267-650	\$19.99	BUMP RUBBER		2
17	267-610	\$6.99	CHECK STRAP, stock type		2
	267-611	\$39.99	CHECK STRAP PAIR, nylon		1
20	267-620	\$229.99	SHOCK ABSORBER, new, R/H, original Armstrong		1
	267-630	\$229.99	SHOCK ABSORBER, new, L/H, original Armstrong		1
	267-635	\$169.99	REBUILT SHOCK, R/H	rebuild/exchange	1
		\$200.00	CORE CHARGE FOR 267-635		
	267-625	\$169.99	REBUILT SHOCK, L/H	rebuild/exchange	1
		\$200.00	CORE CHARGE FOR 267-625		
21	267-640	\$23.99	SHOCK LINK		2
	267-641	\$28.99	SHOCK LINK, Cobalt brand		2
	322-928	\$1.99	BOLT WITH NUT, original shock mounting		2
	281-768*	\$49.99	SUSPENSION RUBBER KIT		1
			Includes all items marked * on this page and pages 32-33.		
	267-518†	\$71.99	BUSH & PAD SET, rear springs, Prothane		1
			Includes all items marked †		

Up-rated suspension bushes are listed in the "Performance" section of the color pages at the front of this catalog.

Rear Hub Nut Socket

Your local hardware store or travelling tool salesman won't have this special 8-sided 1-61/64" socket for your rear axle hub nuts. This invaluable tool is a modern and affordable replacement for the hard to find and very expensive Churchill tool #18G152. Socket has a 3/4" square drive hole, so you will need an adaptor unless you have 3/4" drive tools. A strong 9/16" diameter tommy bar may also be used.

384-905 \$44.99



Driveshaft

10228

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	268-010	\$29.99	FLANGE	1600 uses 2	1/2
2	321-858	\$6.99	BOLT & NUT SET, driveshaft flange		1/2
3	268-060	\$26.99	U-JOINT, GKN/Hardy-Spicer		2
	268-061	\$12.99	U-JOINT, aftermarket		2
4	328-540	\$1.89	GREASE NIPPLE, U-joint		2
5		NA	YOKE, front	1500 to (c)20752	1
	268-050	NA	YOKE, front	1500 from (c)20753 to end of GB engine	1
6	268-020	\$43.99	YOKE, front	1500 GD engine, 1600 and MKII	1
7	328-530	\$1.99	GREASE NIPPLE, yoke		1
8		NA	SEAL, cork		1
9	268-045	NA	WASHER, steel		1
10	268-035	\$7.29	DUST CAP with rubber seal (washer #9 not required)		1

Nylatron Bushings

Nylatron, a compound of nylon and Molybdenum Disulphide, is an extra tough material for heavy loads with low rotational movement. These bushings require very little lubrication and produce good lateral control while allowing easier suspension movement. Bushings and pads are sold individually. (Some reaming and hand-fitting may be required on some bushes.)

Rear Shackle Pin Bush (8 required) 267-545 \$15.49 ea.
Rear Axle Seating Pad (4 required) 267-555 NA



Hex Head Cap Screws

fine thread (threaded to head)

1/4" diameter

322-170	\$0.49	1/2"
322-645	\$0.49	5/8"
322-230	\$0.39	3/4"
322-247	\$0.49	1"
320-635	\$1.69	1 3/8"

5/16" diameter

322-040	\$0.59	3/4"
322-540	\$0.79	7/8"
322-290	\$0.89	1"
320-695	\$0.89	1 1/8"
191-915	\$1.39	1 1/4"

3/8" diameter

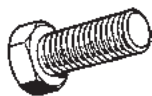
322-590	\$0.59	3/4"
322-050	\$0.89	7/8"
320-285	\$0.69	1"
475-150	\$1.39	1 1/8"
320-520	\$0.89	1 1/4"

7/16" diameter

322-415	\$1.19	3/4"
320-425	\$0.59	1
320-605	\$1.49	1 1/4"

1/2" diameter

320-515	\$1.29	1.5
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Hex Head Bolts

fine thread (threaded part way up shank)

1/4" diameter

322-247	\$0.49	1"
320-500	\$0.59	1 1/4"
320-080	\$0.69	1 3/8"
322-250	\$0.49	1 1/2"
322-260	\$0.99	1 3/4"

5/16" diameter

322-310	\$0.99	1 1/4"
322-430	\$0.69	1 1/2"
322-440	\$0.99	1 3/4"
322-450	\$0.49	2 1/4"
322-285	\$0.99	2 1/2"
322-460	\$0.69	2 3/4"
320-225	\$0.99	3"

3/8" diameter

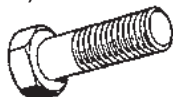
322-075	\$1.09	1 1/2"
322-025	\$1.09	1 3/4"
320-345	\$0.99	2"
320-565	\$0.99	2 1/4"
322-640	\$2.69	2 1/2"
320-275	\$1.19	3"
322-185	\$2.39	5 1/2"

7/16" diameter

322-715	\$2.69	3"
322-720	\$1.49	3 1/2"

1/2" diameter

320-535	\$2.09	2"
320-255	\$3.29	2 5/8"
320-010	\$7.39	3 3/8"
322-830	\$8.99	4



Hex Nuts

std. height, fine thread

310-760	\$0.59	1/4"
310-140	\$0.39	5/16"
310-050	\$0.69	3/8"
310-800	\$0.49	7/16"
472-347	\$0.39	1/2"
310-440	NA	9/16"

Hex Nuts

thin, fine thread (jam nuts)

310-550	\$3.19	5/8"
365-740	\$0.59	1/4"
848-540	\$0.29	5/16"
310-070	\$0.39	3/8"
310-310	\$0.59	7/16"
310-390	\$0.49	1/2"
	NA	9/16"
310-490	\$1.79	5/8"

Nyloc Nuts

std. height, fine thread

310-830	\$0.69	3/16"
312-000	\$0.49	1/4"
310-290	\$1.19	5/16"
310-240	\$0.89	3/8"
310-320	\$1.49	7/16"
310-400	\$0.89	1/2"
310-135	NA	9/16"

Nyloc Nuts

thin, fine thread

310-500	\$2.29	5/8"
310-100	\$0.24	1/4"
310-105	\$0.49	5/16"
310-510	\$0.69	3/8"
310-650	\$0.69	7/16"
310-690	\$0.49	1/2"
310-605	\$1.49	9/16"

Split Lockwashers

standard

324-020	\$0.20	1/4"
365-730	\$0.39	5/16"
324-865	\$0.19	3/8"
324-250	\$0.19	7/16"
324-060	\$0.29	1/2"
	NA	9/16"
324-080	NA	5/8"

Split Lockwashers

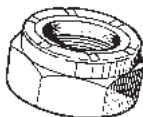
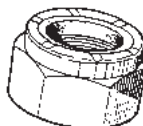
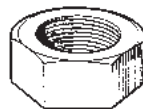
square cross-section

324-005	\$0.29	1/4"
324-030	\$0.29	5/16"
324-040	\$0.39	3/8"
	NA	7/16"
324-050	\$0.20	1/2" (light)
322-835	\$0.49	1/2" (heavy)

Lockwashers

double coil

324-185	\$0.39	3/16"
370-460	\$0.79	1/4"
315-180	\$0.49	5/16"
315-060	\$3.09	3/8"
	NA	7/16"
	NA	9/16"
329-470	NA	5/8"



Flat Washers

standard

324-590	\$0.19	1/4"
365-720	\$0.79	5/16"
324-860	\$0.19	3/8"
324-475	\$0.19	7/16"
315-035	\$0.29	1/2"



Fiber Washers

323-685	\$0.39	3/16"
315-185	\$0.59	1/4"
324-680	\$0.29	5/16"
315-100	\$0.49	3/8"
	NA	7/16"
324-670	\$0.59	1/2"
324-671	\$0.99	0.52" for 1/4" BSP fittings
	NA	9/16"
324-065	\$1.49	5/8"





Knockoff Sport Wheels

These wheels use standard wire wheel hubs and knockoffs. 15"x 5.5". Sold individually.

455-385 \$529.99 ea.

Bolt-On Sport Wheels

Exact replica of the original Mini-lite wheel is an alternative to steel wheels. Give your British sports car a modern, aggressive look. 15" x 5.5" Must be used with special lug nuts which are sold separately. (These do not fit on the front of MGA 1500 with drum brakes.) Sold individually.

Wheel 456-045 \$259.99 ea.
Lug Nut 264-965 \$2.49 ea.



Wire Wheel Conversion Kits

Now you can get the "classic wire wheel look" on your standard wheel MGA. Our wire wheel conversion kits include the correct fine thread rear extensions to bolt

to your disc wheel hubs making the conversion as effortless as possible. Conversion kits include front hubs, rear adapter hubs with nuts, bearings, seals and hardware, and four chrome fine thread knockoffs. We recommend either chrome (#454-630) or painted (#454-620) 60 spoke wire wheels. Rear track will be slightly wider than original.

1500 w/Drum Brakes 264-318 \$1,299.00
1600 & MKII 264-328 \$1,149.00



Knock-Off Hammers

We stock types, weights and sizes for every possible application.

2 lb Zinc alloy 386-020 \$65.99
2 lb Copper / Rawhide 386-110 \$89.99
1.5 lb Copper / Copper 386-000 \$59.99
2 lb Copper / Copper 386-850 \$58.99
4 lb Lead 386-180 \$76.99

Jack Bag 385-930 \$39.99

Tool Roll 385-920 \$47.99
(tools not included)

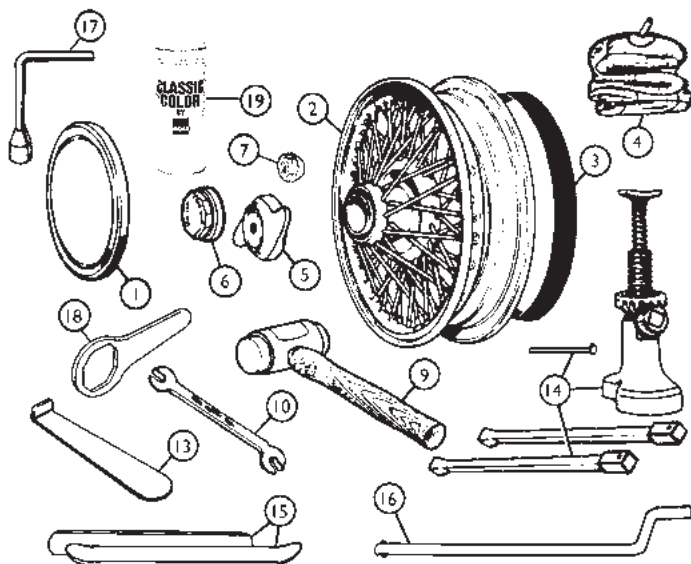


Tool Roll Strap 385-940 \$12.99
2 required

Toll-Free Orders 1-800-667-7872 | MossMotors.com
Fax 805-692-2525 | Local 805-681-3400

MOSS

Wheels & Tools



Wheels & Tools

10237

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	200-230	\$39.99	HUB CAP	disc wheel	4
2	454-617	\$399.99	WIRE WHEEL, painted, tubeless		5
	200-030*	\$9.49	SPOKE, long, outer	15" x 4" 48 spoke wheels factory option	80
	200-040*	\$9.49	SPOKE, short, inner		160
	200-050	\$1.19	NIPPLE		240
	454-619	\$569.99	WIRE WHEEL, chrome, tubeless		5
	200-032*	\$15.99	SPOKE, long, outer	15" x 4-1/2" 60 spoke wheels optional	80
	200-042*	\$16.99	SPOKE, short, inner		160
	200-052	\$2.69	NIPPLE		240
	454-620	\$399.99	WIRE WHEEL, painted, tubeless		5
	200-070*	\$9.49	SPOKE, long, outer	15" x 4-1/2" 60 spoke wheels optional	100
	200-060*	\$9.49	SPOKE, short, inner		200
	200-050	\$1.19	NIPPLE		300
	454-630	\$579.99	WIRE WHEEL, chrome, tubeless		5
	200-072*	\$15.99	SPOKE, long, outer		100
	200-062*	\$16.99	SPOKE, short, inner		200
	200-052	\$2.69	NIPPLE		300
* Individual spokes are supplied without nipples, which must be purchased separately.					
3	452-750	\$13.99	RIM BAND	wire wheels	5
4	452-766	\$25.99	INNER TUBE (radial)	155-165/15 tires	5
5	200-210	\$69.99	WHEEL NUT, R/H, eared knock-off	wire wheels	2
	200-220	\$69.99	WHEEL NUT, L/H, eared knock-off		2
6	200-310	\$59.99	WHEEL NUT, L/H, octagonal knock-off		2
	200-320	\$59.99	WHEEL NUT, R/H, octagonal knock-off		2
Octagonal "safety" knock-offs are required in some countries. Use with spanner #386-030 (illus. #18).					
7	264-770	\$3.39	LUGNUT	disc wheels	16
9	386-000	\$59.99	WHEEL HAMMER, copper-faced, as original, 1-1/2 lbs.		1
9	386-110	\$89.99	WHEEL HAMMER, copper/rawhide, 2 lbs.		1
10	385-800	\$14.99	SPOKE WRENCH		1
13	386-080	\$10.99	HUB CAP REMOVER		1
14	386-900	\$198.99	JACK incl. 2-piece handle & tommy bar (King Dick style)		1
15	387-008	NA	TIRE IRON SET		1
16	386-100	\$99.99	HAND CRANK ("Starting Handle") faithful repro. of original		1
17	386-935	NA	LUG WRENCH	disc wheels	1
18	386-030	\$10.99	SPANNER for octagonal knock-offs		1
19	220-560	\$29.99	SPRAYPAINT, silver, wheel		1

Wire Wheel Spoke Wrench

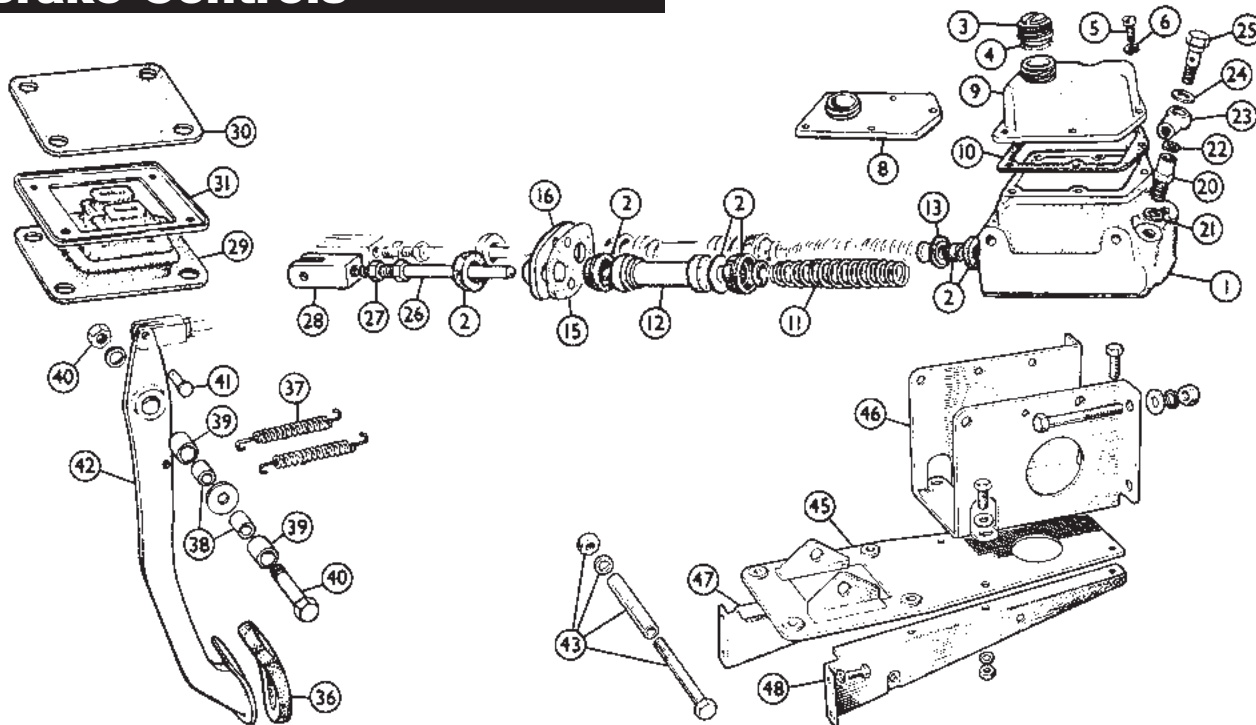
With its wide face and long handle, this wrench is perfect for adjusting most spoke nipples without rounding them off.

385-800 \$14.99



Prices subject to change. See MossMotors.com for current pricing.

Brake Controls

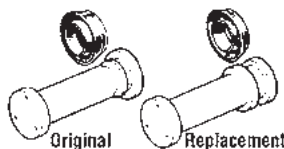


Brakes

10238

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	180-670	\$184.99	MASTER CYLINDER, 7/8" bores (TRW)	1500	1
	180-672	\$329.99	MASTER CYLINDER, 7/8" bores (AP Braking)		1
	180-673	\$79.99	MASTER CYLINDER, 7/8" bores (Classic Gold)		1
	180-752	\$229.99	MASTER CYLINDER, 7/8" bores (TRW)	1600 & MKII	1
	180-753	\$339.99	MASTER CYLINDER, 7/8" bores (AP Braking)		1
	180-758	\$154.99	MASTER CYLINDER, 7/8" bores (Classic Gold)		1
Some cars may be found with Sprite/Midget 3/4" bore master cylinders. Measure your cylinder bores before ordering internal parts!					
2	180-971	\$87.99	REBUILD KIT, AP Braking brand		1
	180-970	\$11.99	REBUILD KIT, aftermarket brand		1
3	180-210	\$5.29	FILLER CAP, plastic replacement		1
	180-211	\$14.99	FILLER CAP, metal, as original		1
4	180-451	\$2.99	WASHER, filler cap	for metal caps only	1
5	323-500	\$0.99	SCREW		7
6	462-385	\$0.39	LOCKWASHER		7
8	180-275	\$12.99	COVER (incl. cap #4)	1500	1
9	180-260	\$49.99	COVER	1600 & MKII	1
10	180-270	\$1.79	GASKET		1
11	180-030	\$5.99	SPRING		2
12		NA	PISTON		2
13	180-195	NA	VALVE, non-return	brake side only	1
15	180-020	\$1.49	GASKET		1
16	180-010	NA	PLATE		1
20	180-400	\$13.79	ADAPTOR, slave cylinder pipe	for clutch pipe	1
21	324-730	\$0.69	WASHER, copper		1
22	324-720	\$0.99	WASHER, copper, small		1
23	180-050	\$36.99	BANJO		1
24	324-740	\$1.69	WASHER, copper, large		1
25	180-390	\$14.99	BANJO BOLT		1
26	180-040	\$11.99	PUSH ROD, does not include fork		2
27	310-150	\$0.39	NUT		4
28	180-300	NA	FORK, push rod to pedal, black finish	alternates	2
	180-315	\$19.99	FORK, push rod to pedal, zinc plated		2
29	280-710	\$11.49	EXCLUDER, fume & dust	all with dual master cylinder	1
	280-715	\$28.99	EXCLUDER, fume & dust	Twin Cam & MKII DeLuxe	1
30	181-640	\$2.59	RUBBER BLANKING PLATE, passenger side		1
31	181-650	\$18.99	RETAINING PLATE		2
36	280-770	\$1.49	PEDAL PAD, brake & clutch		2
37	329-350	\$2.29	SPRING, pedal return		2
38	190-625	\$4.29	SPACER		2
39	330-180	\$7.49	BUSHING, pedal		2
40	321-648	\$1.49	BOLT & NUT		1
41	325-150	\$1.29	CLEVIS PIN		2
42	181-635	NA	BRAKE PEDAL		1
43	181-685	NA	PEDAL STOP ASSEMBLY		1
45	181-645	NA	BASE PLATE/PEDAL BOX		1
46	181-655	NA	BOX, master cylinder		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
47	181-665	NA	SUPPORT BRACKET, R/H		1
48	181-675	NA	SUPPORT BRACKET, L/H		1



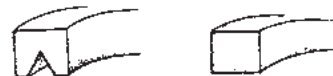
Master cylinder warning

Some master cylinders were rebuilt in the past with slightly oversize non-standard pistons, and different secondary seals. These non-standard seals are about 1/8" thick, and fit in a groove between two machined collars. We do not have rebuild kits or seals for these. The stock seals are about 3/16" thick, and fit over the inner machined collar on the pistons.

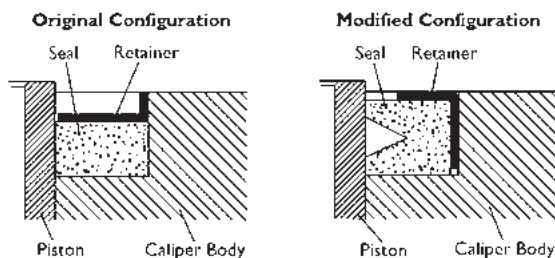
The master cylinder has a non-return valve (illus. no. 13) in the brake side only. Make sure when rebuilding your cylinder that you double check the placement of this valve. It is common to forget the large rubber washer in the brake side of the cylinder or overlook it completely when disassembling the unit. Avoid this problem by reminding yourself that the clutch is on the left when the cylinder is mounted on the firewall and on the right when looking at the front of the cylinder.

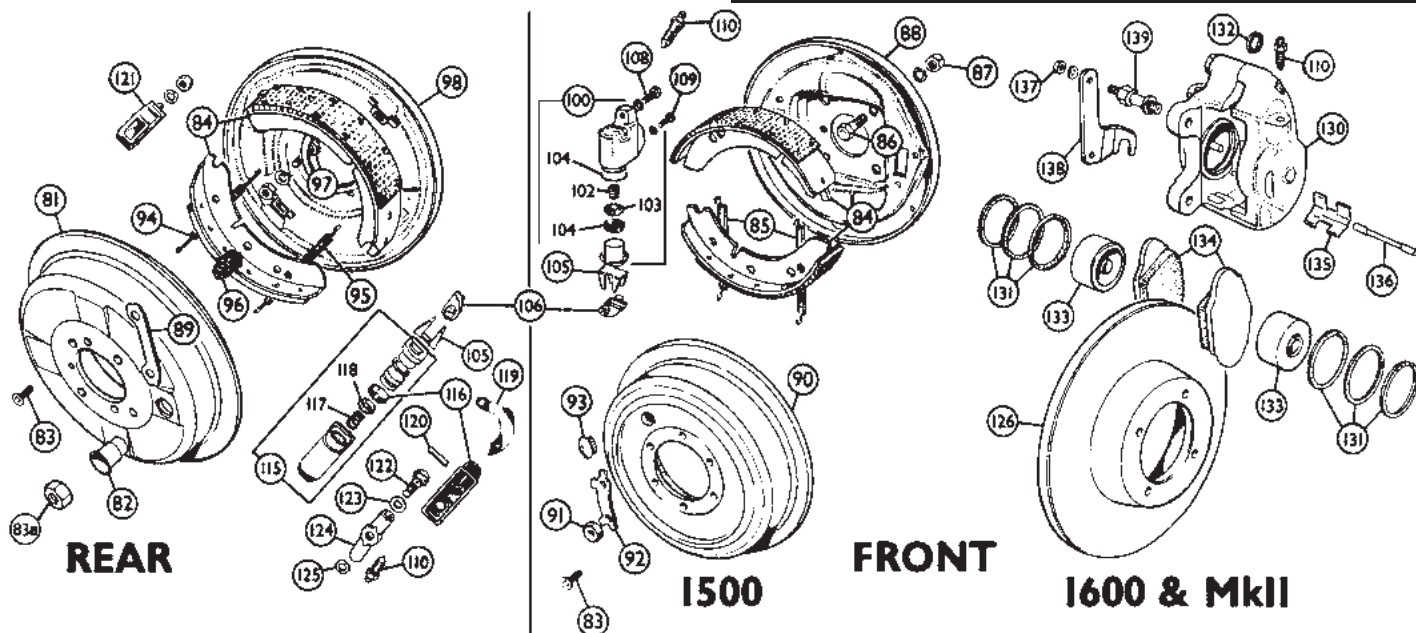
Caliper Rebuild Kit Notes

Do not confuse the dust seals with the fluid seals in the #180-980 caliper rebuild kit. The larger ring with the "V" groove is the dust seal. It is virtually impossible to install the piston in the caliper with the seals in the wrong grooves.



Warning: The metal seal retainers and seals in rebuild kits are of modified design. The metal retainers must be installed differently than the originals, and differently than shown in the workshop manual. Refer to the drawing below for correct installation. Lockheed made this design improvement years ago. The metal seal retainer is easily damaged. Make sure that it is pressed into place using equal pressure all around.





No.	Part #	Price (Each)	Description	Application	Qty Req.
81	264-791	\$82.99	BRAKE DRUM	all rear 1500 disc wheel, front	2/4
82	264-520	\$6.49	PLUG, 1/2"	} disc wheels	A/R
	264-525	\$6.49	PLUG, 3/4"		A/R
83	323-250	\$0.59	SCREW, front 1/2"	1500 disc wheels	4
	323-255	\$0.69	SCREW, rear 5/8"	disc wheel	4
	310-300	\$0.99	NUT, rear	1500 & 1600 wire wheel	8
84	182-150	\$34.99	SHOE SET	4 shoes	1/2
85	181-450	\$5.69	RETURN SPRING	} 1500	4
86	322-020	\$7.99	BOLT, plate to steering knuckle		8
87	310-050	\$0.69	NUT		8/16
88		NA	BRAKE PLATE, R/H front		1
		NA	BRAKE PLATE, L/H front		1
89	267-460	\$2.49	TAB WASHER	1500 rear, wire wheels	4
90	264-780	\$99.99	BRAKE DRUM, front	} 1500 wire wheel (disc wheel uses drum #81)	2
91	311-778	\$6.99	NUT SET (12 nuts)		1
92	264-150	\$2.29	TAB WASHER		6
93	328-390	\$0.79	PLUG, 1/2"	} wire wheels	A/R
	328-400	\$0.89	PLUG, 3/4"		A/R
94	181-460	\$3.99	RETURN SPRING, thin	} all rear	2
95	181-450	\$5.69	RETURN SPRING, thick		2
96	181-340	\$1.89	ANTI RATTLE SPRING		4
97	320-285	\$0.69	BOLT		8
98		NA	BRAKE PLATE, R/H rear		1
		NA	BRAKE PLATE, L/H rear		1
100	180-640	\$39.99	WHEEL CYLINDER, R/H front, Delphi brand	} 1500 front drum brakes	2
	180-641	\$16.99	WHEEL CYLINDER, R/H front, aftermarket		2
	180-650	\$39.99	WHEEL CYLINDER, L/H front, Delphi brand		2
	180-656	\$16.99	WHEEL CYLINDER, L/H front, aftermarket		2
Current cylinders use lip type seals. No rebuild kits available. These include bleeders.					
	180-458	\$79.99	REPAIR KIT, for 4 cyls. (orig. cyls only)	} 1500 front drum brakes	1
	180-459	\$19.99	REPAIR KIT, for 1 cyl. (orig. cyls only)		4
102	180-180	\$1.69	SPRING		4
103	180-170	\$2.99	EXPANDER		4
104	180-940	\$18.99	CUP & RING	} 1500 ft. (4 ea), all rear (2 ea.)	4
105	180-140	\$4.99	MASK		A/R
106	180-150	\$7.19	ADJUSTER	} 1500 to (c)27988 (disc wheel) (c)28539 (wire wheel)	A/R
108	322-880	\$0.99	BOLT, large		4
109	322-400	\$3.69	BOLT, small		4
110	180-340	\$4.79	BLEEDER, rear	} 1500 from above, 1600 & MKII	2
	180-100	\$1.99	BLEEDER, front		2
	180-100	\$1.99	BLEEDER, front & rear		4

No.	Part#	Price (Each)	Description	Application	Qty Req.
115	180-630	\$74.99	WHEEL CYLINDER, rear, less boot, Lockheed/Delphi	(there are no repair kits available for 180-630)	2
	180-075	\$15.99	WHEEL CYLINDER, rear, less boot, aftermarket		2
	180-470	\$23.99	REPAIR KIT (for 2 wheel cylinders)	} for original cyls. & 180-075	1
116	180-950	\$10.99	CUP & BOOT		2
117	180-180	\$1.69	SPRING		2
118	180-190	\$1.89	EXPANDER		2
119	180-370	NA	LEVER		2
120	180-240	NA	PIN		2
121	180-160	\$105.99	ABUTMENT		2
122	180-130	\$10.99	BANJO BOLT		2
123	324-720	\$0.99	WASHER, large copper		2
124	589-000	NA	BANJO 1500 to (c)27988 disc wheel or (c)28539 wire wheel		2
	180-460	\$29.99	BANJO (90° angle) from (c)27988 disc wheel (c)28540 wire wheel		2
125	324-730	\$0.69	WASHER, copper (small)		2
	324-547	\$0.69	WASHER, copper, thick		2
126	182-181	\$28.99	BRAKE DISC	} 1600	2
130	180-519	\$184.99	CALIPER PAIR, new		1
	180-511	\$99.99	CALIPER ASSEMBLY, R/H, new		1
	180-521	\$99.99	CALIPER ASSEMBLY, L/H, new		1
131	182-830	\$9.99	REBUILD KIT (for 2 calipers)		1
132	180-285	\$0.79	O-RING, fluid channel		2
133	180-741	NA	PISTON, mild steel		4
	180-740	\$59.99	PISTON, stainless steel		4
134	182-217	\$23.99	PAD SET, Classic Gold semi-metallic		1
	182-212	\$36.99	PAD SET, Classic Gold ceramic		1
	182-219	NA	PAD SET, Greenstuff		1
135	180-290	\$1.99	RETAINER		2
136	180-280	\$6.99	PIN		2
137	310-140	\$0.39	NUT		4
138	181-305	\$27.99	LOCK PLATE, R/H		1
	181-315	\$27.99	LOCK PLATE, L/H		1
139	180-255	\$16.49	BOLT, caliper mounting		4

See important notes on page 40 regarding Caliper Rebuild Kits.

Rear Brake Shoe Kit

Includes 4 brake shoes, 2 wheel cylinders, 2 brake shoe adjusters, 2 boot & cup sets, 4 return springs, and 4 steady springs.

Note: The hand brake boot kit comes with a spare cup style cylinder seal and dust ring. These are not used.

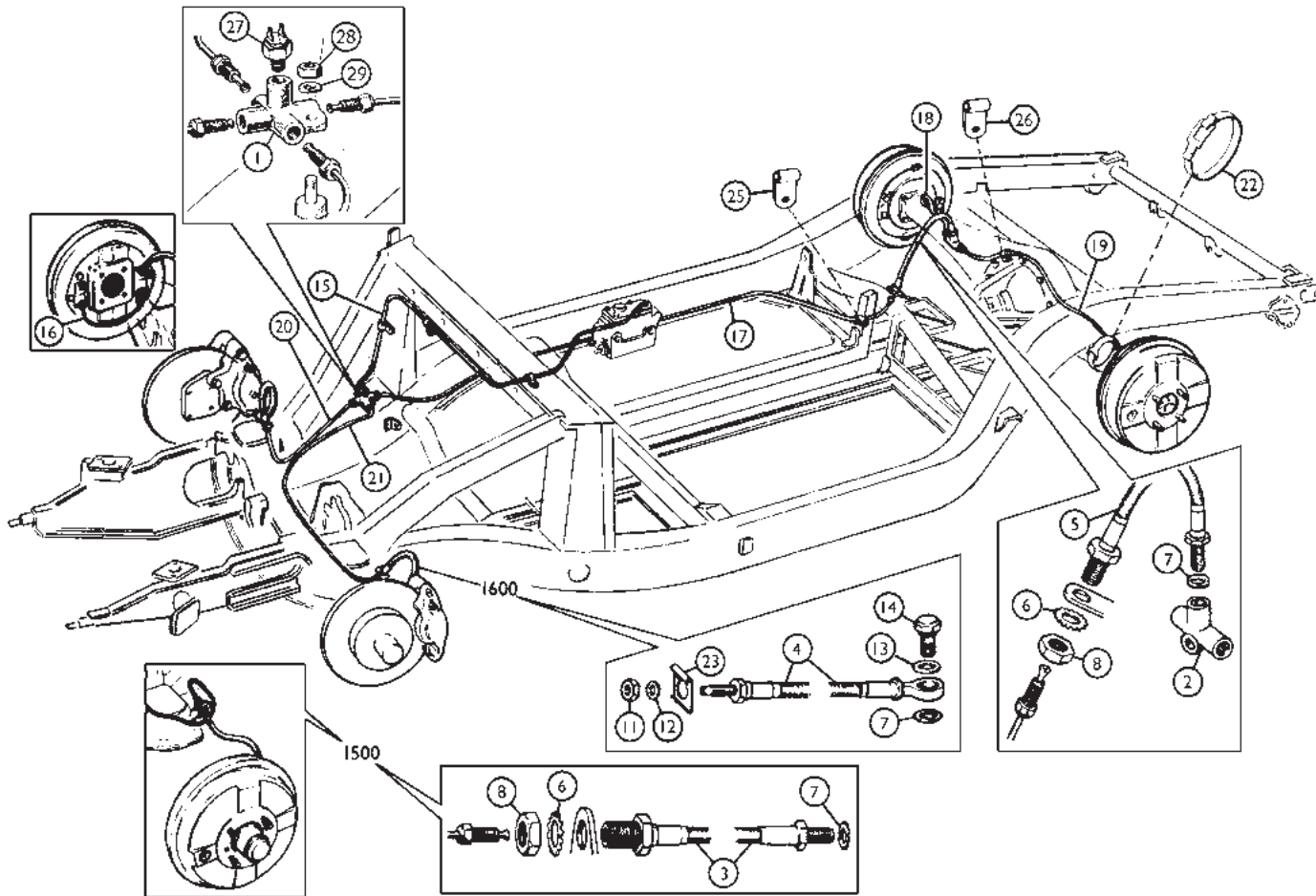
180-648 \$119.99

Wheel Cylinder Set - MGA 1500

We've made ordering wheel cylinders much more convenient, and let you save some money. Kit includes all four front wheel cylinders, both rear cylinders, and two handbrake lever boots.

180-638 \$109.99

Brake Pipes



Brake Pipes

10239

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	180-230	\$46.99	FITTING, 5-way	(for 4 pipes & 1 switch)	1
2	589-040	\$41.99	FITTING, 3-way	1500 to (c)27988 disc wheel, 28539 wire	1
	180-090	\$12.99	FITTING, 3-way	from 1500 (c)27989 disc wheel, 28540 wire	1
3	180-830	NA	HOSE, front, Lockheed	1500	2
	180-831	\$17.99	HOSE, front, aftermarket		2
	180-832	\$14.99	HOSE, front, Cobalt		2
4	180-890	NA	HOSE, front, Lockheed	1600 & MKII	2
	180-892	\$17.99	HOSE, front, Classic Gold		2
	180-891	\$11.99	HOSE, front, aftermarket		2
	180-893	\$13.99	HOSE, front, Cobalt		2
5	180-830	NA	HOSE, rear	all	1
	180-831	\$17.99	HOSE, rear, aftermarket		1
	180-832	\$14.99	HOSE, rear, Cobalt		1
6	324-180	\$0.49	WASHER	1500 uses 3	1/3
7	324-730	\$0.69	WASHER, copper	1500 uses 3	3
	324-547	\$0.69	WASHER, copper, thick		3
8	311-420	\$1.99	NUT		1/3
11	310-230	\$0.69	NUT		2
12	324-045	\$0.49	LOCK WASHER	1600 & MKII	2
13	324-720	\$0.99	WASHER, copper		2
14	180-430	\$9.99	BANJO BOLT		2
	183-008	\$299.99	BRAKE PIPE SET, LHD	1500 to (c)27988 disc whl. (c)28539 wire whl.	1
	183-048	\$284.99	BRAKE PIPE SET, LHD	1500 from (c)27989 disc, (c)28540 wire whl.	1
	183-088	\$249.99	BRAKE PIPE SET, LHD	1600 & MKII	1
15	181-200	\$49.99	PIPE, master cyl. to 4-way	LHD only	1
	181-215	NA	PIPE, master cyl. to 4-way	RHD only	1
16	181-140	\$28.99	PIPE, between front wheel cyls.	1500	2
17	181-220	\$44.99	PIPE, 4-way to rear hose		1
18	181-155	\$30.99	PIPE, 3-way to R/R cylinder (BSF 20 tpi threads)	1500 to (c)27988 disc wheel (c)28539 wire	1
	181-145	\$31.99	PIPE, 3-way to R/R cylinder (UNF 24 tpi threads)	from 1500 (c)27989 disc wheel, (c)28540 wire	1

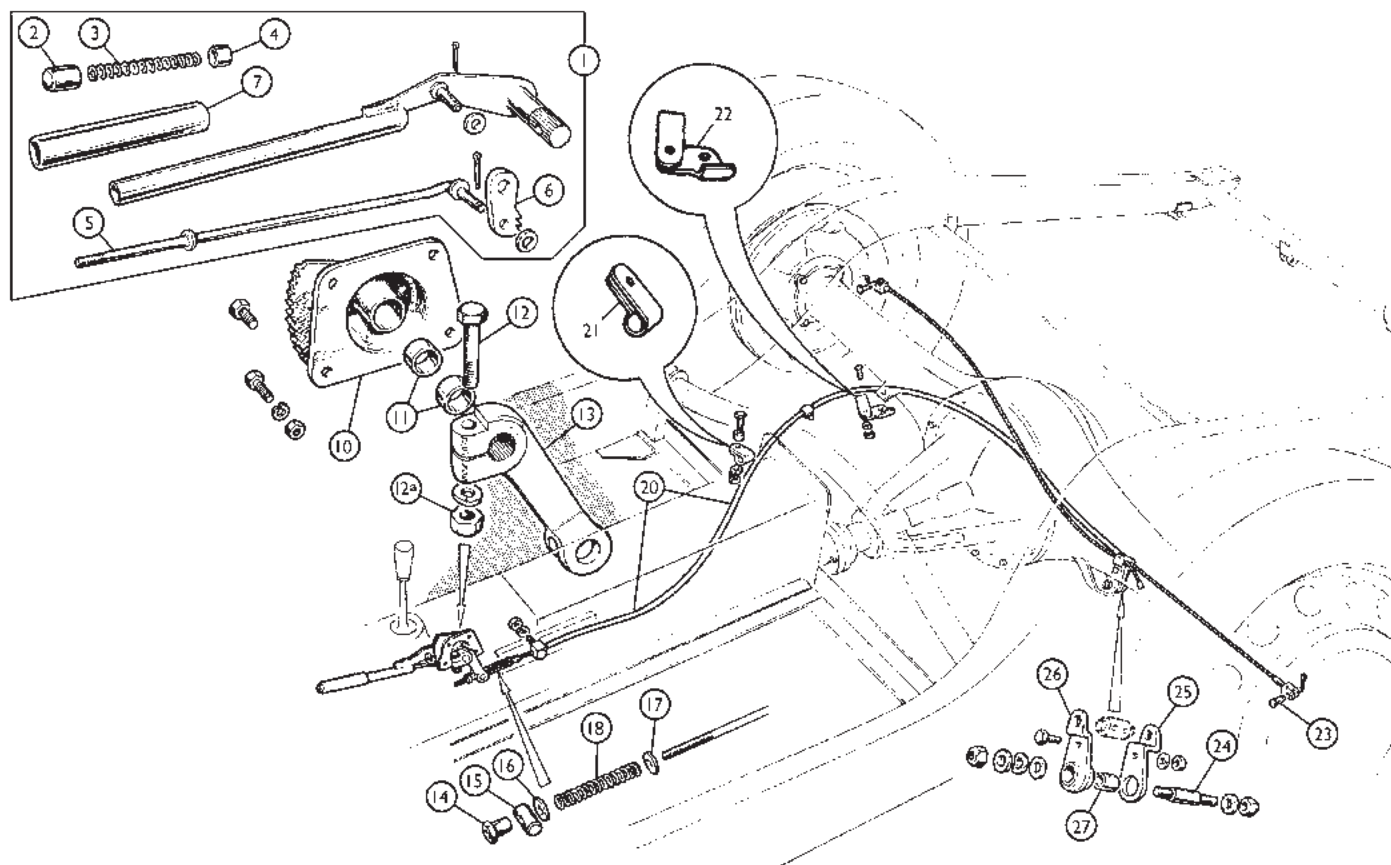
No.	Part#	Price (Each)	Description	Application	Qty Req.
19	181-070	\$39.99	PIPE, 3-way to L/R cyl., disc BSF 20 tpi threads	1500 to (c)27988	1
	181-180	\$38.99	PIPE, 3-way to L/R cyl., disc UNF 24 tpi threads	from 1500 (c)27989	1
	181-185	\$29.99	PIPE, 3-way to L/R cyl., wire BSF 20 tpi threads	1500 to (c)28539	1
	181-170	\$27.99	PIPE, 3-way to L/R cyl., wire UNF 24 tpi threads	from 1500 (c)28540	1
20	181-230	\$27.99	PIPE, 4-way to R/F hose	1500	1
	181-160	\$24.99	PIPE, 4-way to R/F hose	1600 & MKII	1
21	181-240	\$39.99	PIPE, 4-way to L/F hose	1500	1
	181-191	\$41.99	PIPE, 4-way to L/F hose	1600 & MKII	1
22	181-900	\$3.29	STRAP, pipe to axle		1
23	181-660	\$3.89	LOCKING PLATE	1600 & MKII	2
25	182-615	NA	CLIP, pipe to frame		4
26	182-635	\$1.39	CLIP, pipe to differential case		1
27	141-700	\$10.99	BRAKE LIGHT SWITCH		1
28	310-760	\$0.59	NUT		1
29	324-020	\$0.20	LOCKWASHER		1



Stainless Steel Braided Brake Hose Sets by Cobalt

Stainless steel braided brake hoses provide a more direct and consistent brake feel. They do not expand like rubber hoses do. Order a set of long lasting braided hoses for your next brake job. DOT approved, of course!

1500	180-838	\$84.99
1600 & MKII	180-908	\$84.99



Brake Fluids

Choose the brake fluid your car needs. Genuine Lockheed Brake Fluid is compatible with all British brake systems. Silicone fluid won't harm paint, and doesn't absorb moisture, as do conventional fluids. (If changing from one type to the other, flush your brake system thoroughly with the "new" type of brake fluid.)

Silicone Brake Fluid

220-413 \$34.99



Tube Bending Tool

Smooth bends on small diameter tubing such as brake lines are an important hallmark of quality craftsmanship. Give yourself an edge with our specialty tubing bender which will give you smooth bends in 3/16, 1/4, 5/16, and 3/8 inch tubing.

385-905 \$24.99



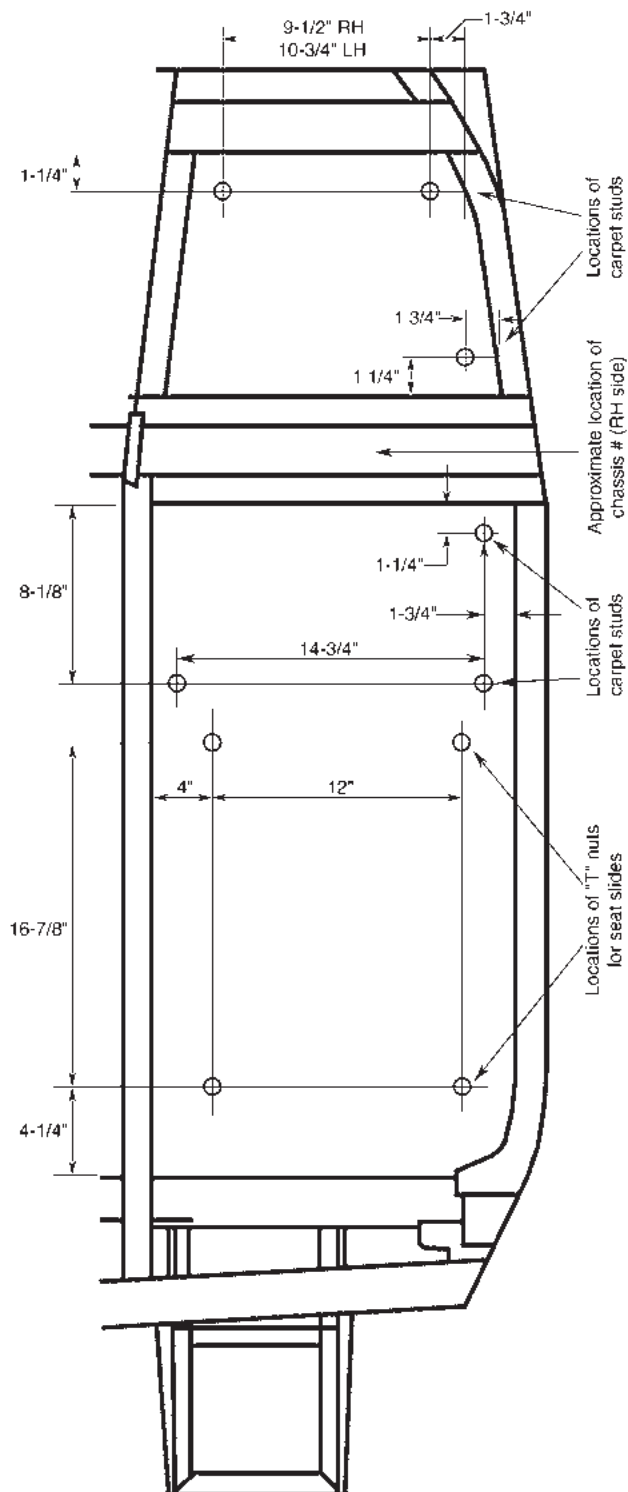
Handbrake

10240

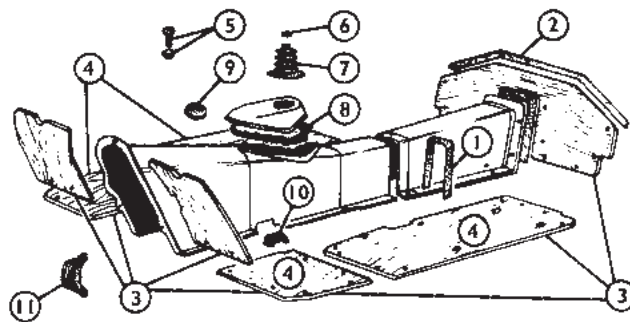
No.	Part#	Price (Each)	Description	Application	Qty Req.
1	181-280	\$329.99	HANDBRAKE HANDLE ASSEMBLY		1
2	181-350	\$20.99	KNOB		1
3	181-250	\$2.59	SPRING		1
4	181-260	NA	BUSH		1
5	181-270	\$84.99	ROD ASSEMBLY		1
6	181-470	NA	PAWL		1
7	181-290	\$7.99	HAND GRIP		1
10	181-480	\$144.99	RATCHET		1
11	181-630	\$5.29	BUSH		2
12	322-420	\$0.69	BOLT		1
	310-140	\$0.39	NUT		1
13	181-490	NA	LEVER		1
14	181-540	\$5.99	NUT		1
15	181-530	\$3.39	TRUNNION		1
16	324-115	\$0.39	WASHER		1
17	324-590	\$0.19	WASHER		1
18	329-130	\$1.99	SPRING		1
20	331-100	\$26.99	HANDBRAKE CABLE	disc wheel	1
	331-130	\$26.99	HANDBRAKE CABLE	wire wheel	1
21	181-550	\$1.39	CLIP, cable to battery carrier		1
22	181-620	\$15.79	CLIP, cable to axle bracket		1
23	596-165	\$1.49	CLEVIS PIN		2
24	181-500	\$4.49	FULCRUM		1
25	181-510	\$16.99	LEVER, cable equalizing		1
26	181-520	\$32.99	LEVER, cable equalizing		1
27	330-190	\$5.99	BUSHING		1

Floors / ID Plates

Floorboard Hole Locations



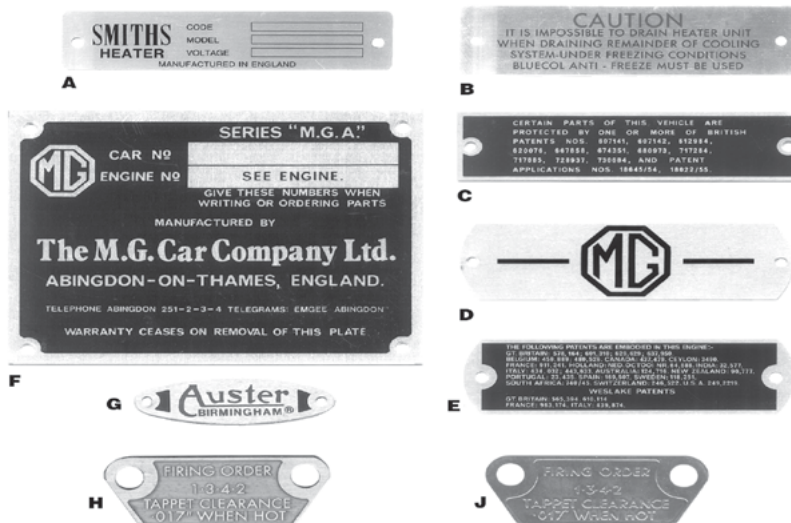
Our sincere thanks to Todd Clarke of Clarke Spares & Restorations for providing information for the above drawing.

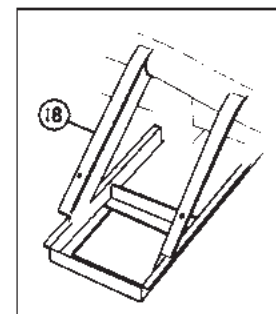
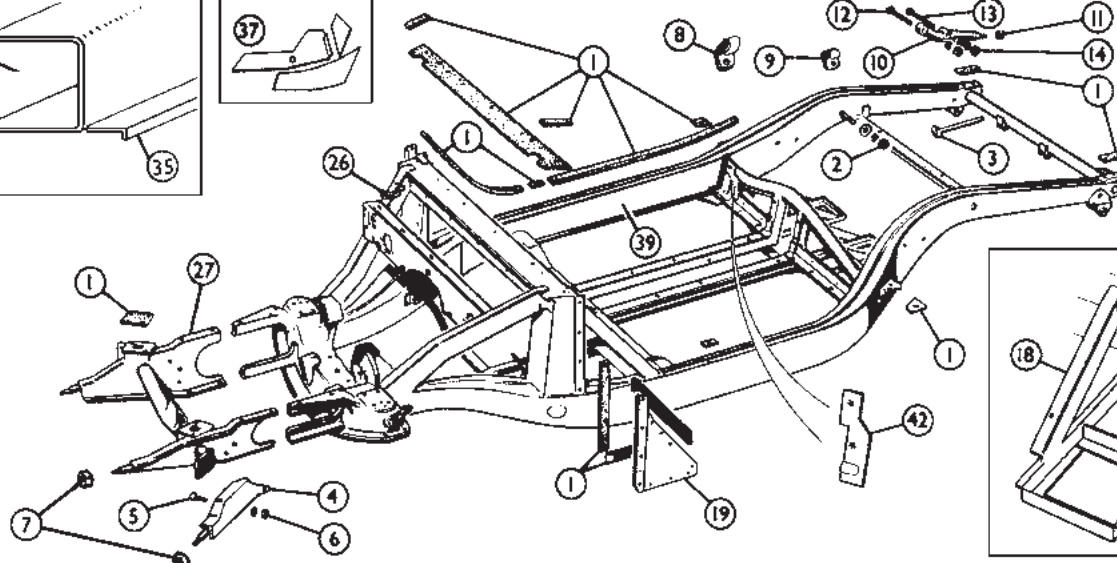
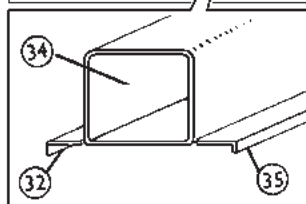
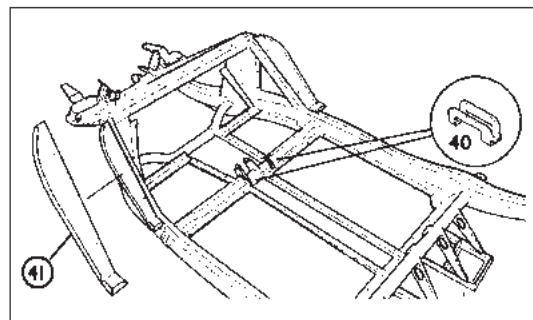
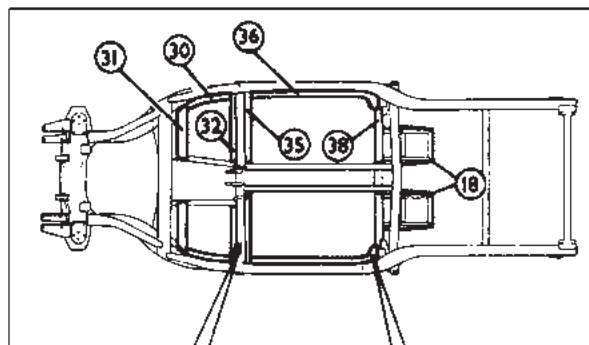


Floors

10241

No.	Part#	Price (Each)	Description	Application	Qty Req.
1			NA SEAL, trans cover (included in #1 on facing page)		1
2	470-880	\$17.99	SEAL, rear ramp		1
3	456-945	\$359.99	COMPLETE FLOORBOARD SET	1500 to (c)61503	1
	456-955	\$389.99	COMPLETE FLOORBOARD SET	from (c)61504	1
4	456-960	\$209.99	MAIN FLOORBOARD SET		1
5	323-968	\$59.99	SCREW & WASHER SET, floorboard		1
6	326-480	\$7.49	RING, shift boot top		1
7	280-760	\$7.49	SHIFT BOOT		1
8	280-000	\$7.99	GASKET		1
9	280-410	\$4.69	PLUG, dipstick hole		1
10	280-005	\$5.39	BUFFER		2
11	280-015	\$16.99	COVER, starter drive	{ 1500 from (c)61504, 1600 & MKII	1





Chassis

10243

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	281-778	\$129.99	PACKING SET, body mounting (complete) Not included in Body Rubber Sets listed on page 50.		1
2	310-050	\$0.69	NUT, rear, rebound strap mounting		2
3	161-800	\$4.99	STRAP, tail lamp cable		2
4	470-800	\$69.99	BRACKET, bumper support, front L/H		1
	470-810	\$69.99	BRACKET, bumper support, front R/H		1
5	322-040	\$0.59	BOLT		6
6	310-290	\$1.19	NUT		6
7	310-380	\$0.59	NUT, front bumper to frame		4
8	470-820	\$2.99	CLIP, battery cable & harness		6
9	470-830	\$1.09	CLIP, tail lamp harness		2
10	470-260	\$199.99	BRACKET, bumper mounting, rear L/H		1
	470-250	\$199.99	BRACKET, bumper mounting, rear R/H		1
11	310-390	\$0.49	NUT, bumper mounting brackets		2
12	320-350	\$2.59	BOLT, bracket to frame, forward		2
13	322-730	\$1.79	BOLT, bracket to frame, rearward		2
14	310-300	\$0.99	NUT, for #12 & #13		4
18	473-200	\$64.99	BATTERY BRACKET ASSEMBLY, R/H	} easily welded to frame	1
	473-210	\$64.99	BATTERY BRACKET ASSEMBLY, L/H		1
19	470-890	\$48.99	L/H COVER PLATE		1
	470-900	\$48.99	R/H COVER PLATE		1
26	361-080	\$19.79	BRACKET, starter switch		1
27	456-040	\$519.99	EXTENSION ASSEMBLY, front frame		1
30	455-800	\$32.99	FLOORBOARD RAIL, R/H footwell side		1
	455-810	NA	FLOORBOARD RAIL, L/H footwell side		1
31	455-820	\$23.99	FLOORBOARD RAIL, R/H toeboard front		1
	455-830	NA	FLOORBOARD RAIL, L/H toeboard front		1
32	455-840	\$32.99	FLOORBOARD RAIL, R/H footwell rear		1
	455-850	NA	FLOORBOARD RAIL, L/H footwell rear		1
34	455-865	NA	CROSSMEMBER		2
35	455-900	NA	FLOORBOARD RAIL, R/H front		1
	455-910	\$32.99	FLOORBOARD RAIL, L/H front		1
36	455-920	NA	FLOORBOARD RAIL, R/H side		1
	455-930	\$37.99	FLOORBOARD RAIL, L/H side		1
37	455-940	\$32.99	REPAIR KIT, R/H rear corner	3 pcs.	1

No.	Part#	Price (Each)	Description	Application	Qty Req.
	455-950	\$32.99	REPAIR KIT, L/H rear corner	3 pcs.	1
38	455-960	NA	FLOORBOARD RAIL, R/H rear		1
	455-970	NA	FLOORBOARD RAIL, L/H rear		1
39	455-980	\$35.99	REPAIR PANEL, inner sides of frame		2
40	470-815	\$17.99	BRACKET, gearbox tunnel seal		2
41	470-825	\$54.99	KNEE PANEL, R/H		1
	470-835	\$54.99	KNEE PANEL, L/H		1
42	470-845	\$58.99	TAILBOARD SUPPORT, R/H		1
	470-855	\$58.99	TAILBOARD SUPPORT, L/H		1



Aluminum Cockpit Trim Sets

Made of polished ribbed aluminum, these attractive and practical cover sets are supplied with mounting screws.

Frame Cover Set (shown) - Four piece set covers the exposed frame sections in the interior. **240-500 \$149.99**

Threshold Plate Set - Covers and protects sills from scuffs. **240-600 \$64.99**

Scuff Plate Set - Protects the lower front corners of your door panels where your shoe always hits the door. **240-700 \$74.99**

Throttle Plate - Prevents (or covers up) carpet wear where your throttle foot rubs the carpet. **240-900 NA**



Floorboard Rail Repair Set

Replace and repair your MGA floor board rails with this complete set. Fourteen pieces in all, this floor rail set has all the parts you need to complete this restoration project.

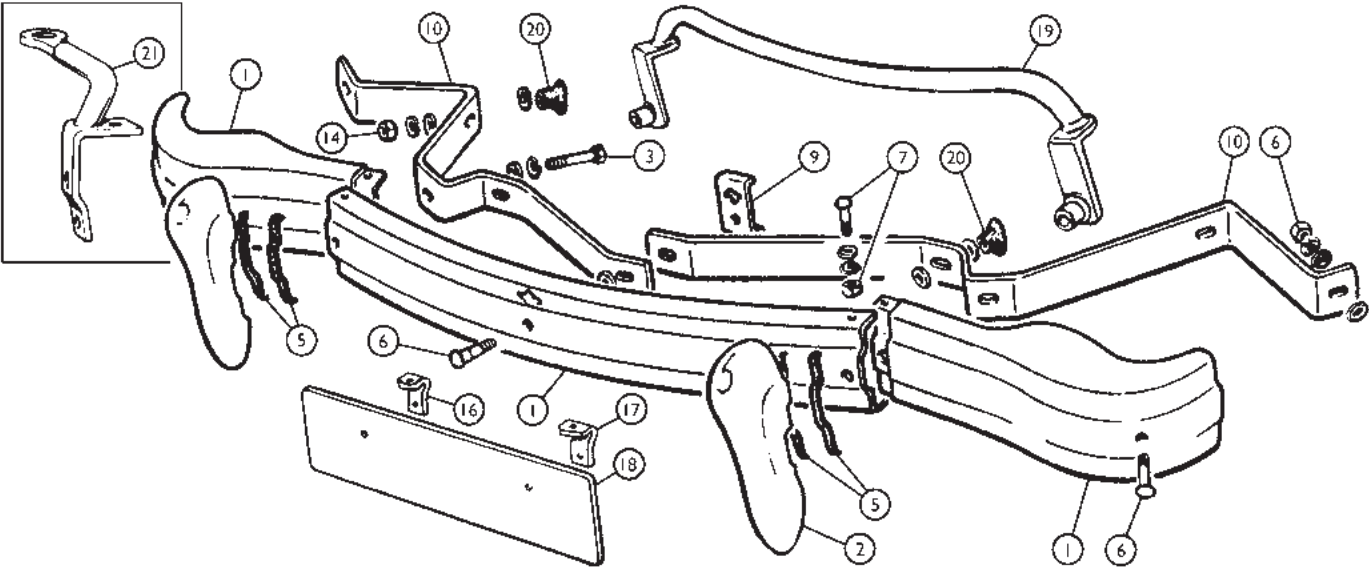
455-988 \$349.99

Toll-Free Orders 1-800-667-7872 | MossMotors.com
Fax 805-692-2525 | Local 805-681-3400

MOSS

Prices subject to change. See MossMotors.com for current pricing.

Front Bumper



Front Bumper

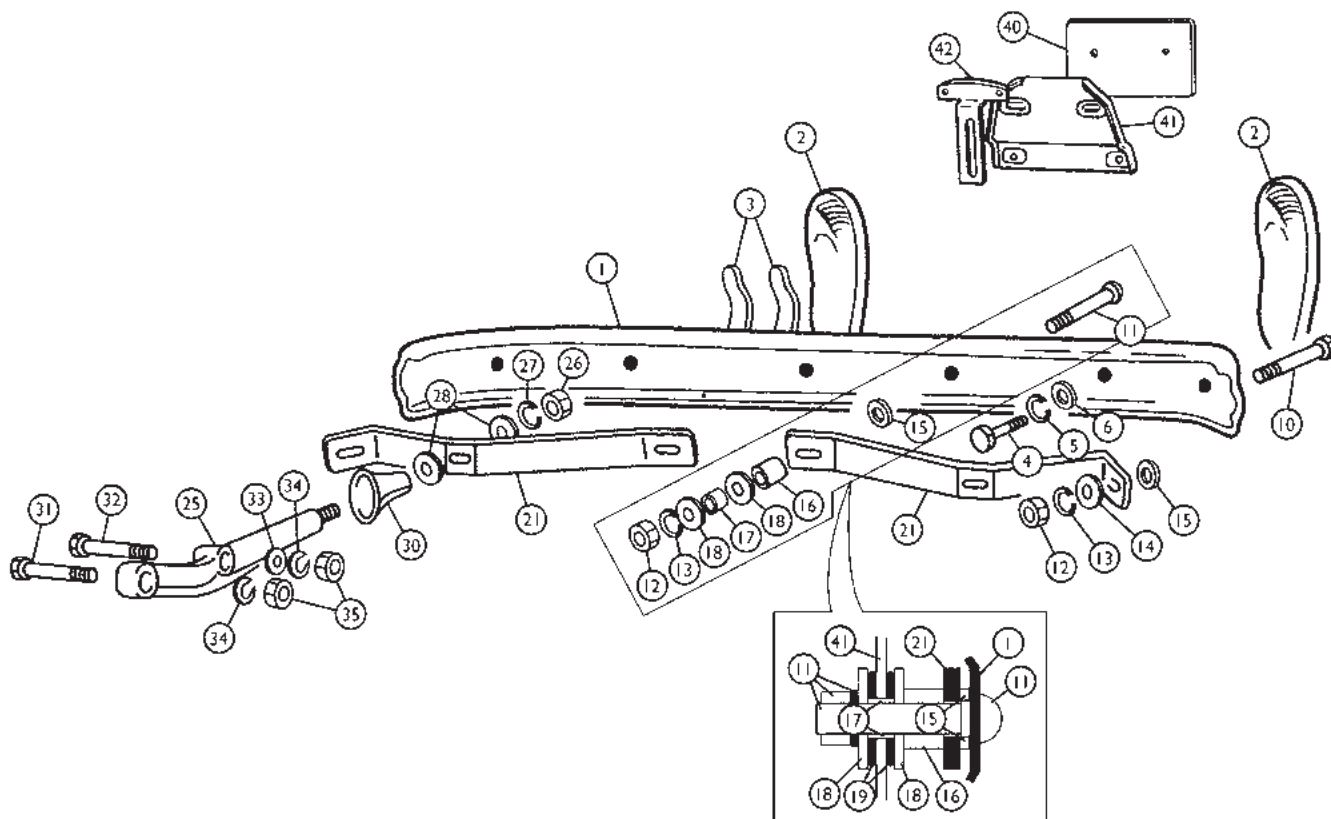
10244

No.	Part#	Price (Each)	Description	Application	Qty Req.
	321-888	\$57.99	FASTENER KIT, front bumper (46 pc. hardware kit)		1
1	454-880	\$289.99	BUMPER ASSEMBLY, front	3 main sections	1
2	454-940	\$74.99	OVERRIDE		2
3	322-640	\$2.69	BOLT, override attaching		2
5	400-418	\$4.99	PACKING SET, override to bumper	(for 4 overrides)	1
6	322-900	\$2.69	BOLT & NUT, chrome		3
7	321-708	\$5.29	BOLT & NUT, chrome, behind overrides		2
9	470-970	\$9.99	BRACKET, hand crank		1
10	454-930	\$54.99	MAIN SPRING BRACKETS		2
14	310-380	\$0.59	NUT, bumper assembly to frame		4

The MGA front bumper, with its complex arrangement of parts, is difficult to mount on the car without a lot of scratched paint and frustration. This is one of those jobs for which an assistant is needed, if only to make encouraging noises. Make sure that the body brackets and main spring brackets are not bent. If the spring brackets are, it is practical to buy new, (#454-930) as they are extremely hard to bend back.

Assemble the parts off the car, test fit and adjust any gaps before the unit is tightened up. A small jack may be needed to help adjust the bumper. Try to get the gap at the top equal across the front of the car, especially at the outer edges where the bumper wraps around the fender. Don't overlook the new rubber grommets and an override packing set, #280-690 & #400-418.

16	470-980	\$4.49	BRACKET, L/H license plate		1
17	470-990	\$4.49	BRACKET, R/H license plate		1
18	451-720	\$15.49	SUPPORT, English number plate		1
19	453-400	\$174.99	BADGE/GRILLE BAR	factory option	1
20	280-690	\$1.39	GROMMET		4
21	407-720	\$89.99	FOG LAMP BRACKET, L/H	} chrome, factory option, see page 59 for fog lamps	1
	407-730	\$89.99	FOG LAMP BRACKET, R/H		1

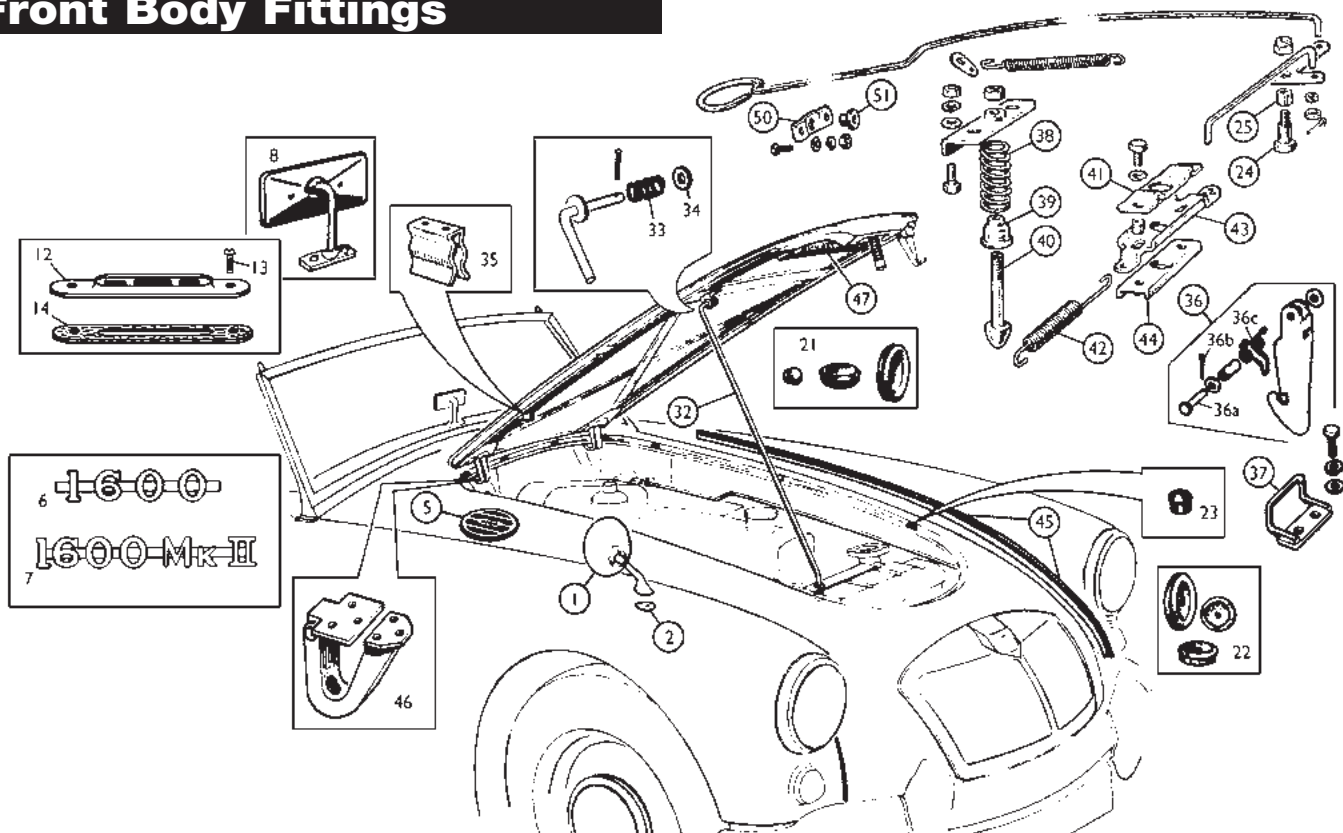


Rear Bumper

10245

No.	Part#	Price (Each)	Description	Application	Qty Req.
	321-898	\$78.99	FASTENER KIT, rear bumper, (58 piece bumper mounting hardware kit)		1
1	453-170	\$199.99	BUMPER FACE BAR		1
2	454-940	\$74.99	OVERRIDER		2
3	400-418	\$4.99	PACKING SET, override to bumper	(for 4 overrides)	1
4	320-345	\$0.99	BOLT, override attaching		2
5	324-865	\$0.19	LOCKWASHER		4
6	406-170	\$1.99	WASHER		4
10	322-900	\$2.69	BOLT, NUT, LOCKWASHER, chrome, ends of bumper		2
11	322-080	\$4.79	BOLT, NUT, LOCKWASHER, chrome, center of bumper		2
12	310-050	\$0.69	NUT		4
13	324-865	\$0.19	LOCKWASHER		4
14	324-580	\$0.15	WASHER		2
15	406-170	\$1.99	WASHER, bumper bar to bracket		4
16	406-190	\$3.89	SPACER, large		2
17	406-180	\$3.09	SPACER, small		2
18	324-655	\$0.59	WASHER, large		4
19		NA	WASHER, rubber		4
21	454-950	\$39.99	MAIN SPRING BRACKET		2
25	470-260	\$199.99	BRACKET, bumper mounting, rear L/H		1
	470-250	\$199.99	BRACKET, bumper mounting, rear R/H		1
26	310-380	\$0.59	NUT, bumper mounting brackets		2
27	324-050	\$0.20	LOCKWASHER		2
28	315-120	\$1.29	WASHER		4
30	280-690	\$1.39	GROMMET		2
31	320-350	\$2.59	BOLT, bracket to frame, forward		2
32	322-730	\$1.79	BOLT, bracket to frame, rearward		2
33	324-475	\$0.19	WASHER, rearward bolts		2
34	324-250	\$0.19	LOCKWASHER		4
35	310-300	\$0.99	NUT		4
40	451-285	\$16.99	BACKING PLATE, license plate		1
41	451-290	\$26.99	MAIN BRACKET, license plate		1
42	406-600	\$17.99	LAMP BRACKET		1

Front Body Fittings



Front Body Fittings

10246

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	165-300	\$42.99	FENDER MIRROR, L/H convex	reproduction of round Lucas fender mirrors	1
	165-500	\$42.99	FENDER MIRROR, L/H flat		1
	165-210	\$42.99	FENDER MIRROR, R/H convex		1
	165-400	\$42.99	FENDER MIRROR, R/H flat		1
2	280-140	\$2.89	PAD, under mirror base		A/R
5	471-011	\$18.99	VENT GRILLE		2
	326-588	\$3.99	SPEED NUT SET, trim mounting	(24 speed nuts)	1
6	408-410	\$8.99	1600 EMBLEM, on front deck & trunk lid		3
7	408-420	\$8.99	1600 MKII EMBLEM, on front deck & trunk lid		3
	326-500	\$0.29	SPEED NUT for no. 6 & 7		6
8	165-100	\$29.99	DASH MIRROR		1
	402-485	\$0.79	SCREW, dash mirror mounting		2
12	472-000	\$12.99	FINISHER, defroster slot		2
13	323-695	\$1.79	SCREW, defroster slot finisher		4
14	363-195	\$6.89	SEAL, felt (between defroster box & underside of dash)		2
	281-848	\$55.99	GROMMET SET, complete		1
Virtually every rubber grommet found on an MGA! (51 pieces)					
21	281-808	\$59.99	GROMMET SET, firewall, heater box shelf area (41 pieces)		1
22	281-818	\$13.99	GROMMET SET, wiring other than heater shelf (9 pieces)		1
23	281-630	\$11.49	HOOD BUFFER SET 10 buffers w/washers, screws & nuts		1
	281-628	\$7.79	HOOD BUFFER SET 10 buffers without hardware		1
24	315-310	\$14.89	BOLT, lever pivot		1
25	315-315	\$2.89	DISTANCE TUBE		1
32	470-950	\$24.99	PROP ROD		1
33	329-165	NA	SPRING		1
34	365-720	\$0.79	WASHER		1
35	471-130	\$5.29	CLIP, prop rod		1
36	470-640	\$24.99	SAFETY CATCH ASSEMBLY, hood		1
	NA		CLEVIS PIN		1
	325-005	\$0.19	SPLIT PIN		1
	329-325	\$5.29	SPRING		1
37	470-930	\$42.99	BRACKET, safety catch		1
38	329-280	\$5.79	SPRING		1
39	470-610	\$23.79	CUP		1
40	470-620	\$12.99	PIN		1
41	470-940	\$8.99	GUIDE PLATE		1
42	329-175	\$7.99	SPRING		1
43	470-645	\$79.99	SLIDER, hood latch		1
44	470-655	\$54.99	SUPPORT, hood latch slider		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
45	249-738	\$39.99	FENDER PIPING, enough for 4 fenders, original silver color		1
46	470-918	\$49.99	HOOD HINGE SET		1
	466-385	\$0.79	BOLT, hood hinge		12
47	472-560	\$16.99	FELT PAD (glues on hood above radiator tank)		1
50	470-075	NA	BRACKET, hood release rod		1
51	471-110	\$2.19	FERRULE, hood release rod		1

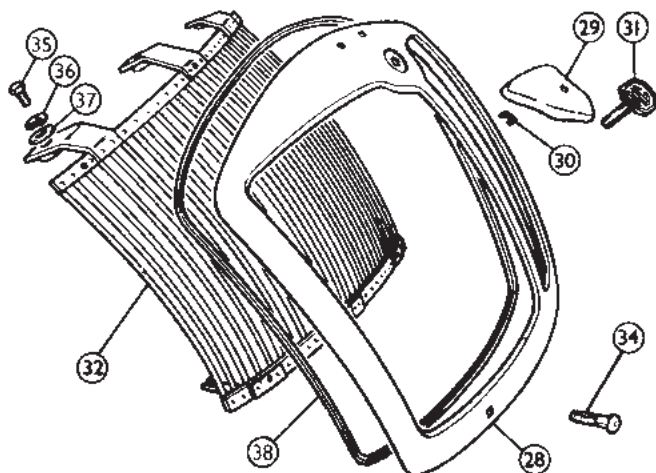
MGA hoods (bonnets) changed subtly while the cars were in production. They are usually described by length, with the early hood being 47-7/8" and the later hood being 48-3/8". The difference is actually in the vertical profile (crown) rather than the true length. The shape of the later hood was changed to accommodate the cam covers on the twin cam engine, which were higher than the valve cover on the pushrod engines. There is a noticeable "hump" or crown to these hoods. The 456-230 hood we carry is the later taller version. The apparent "extra length" is the effect of the curvature of the hood. The 457-740 shroud we carry is correct for, and will accept either hood. Confusion arises when attempting to measure the hood opening on a car to determine which hood will work - either one should fit, although the early flatter hood will not fit over a Twin Cam engine.

It is a good idea to make sure that the hood latch is adjusted and working perfectly before the grill is mounted. If the hood sticks, the only way to get it up is to pry at the lip with a screwdriver, or go in through your new grille!

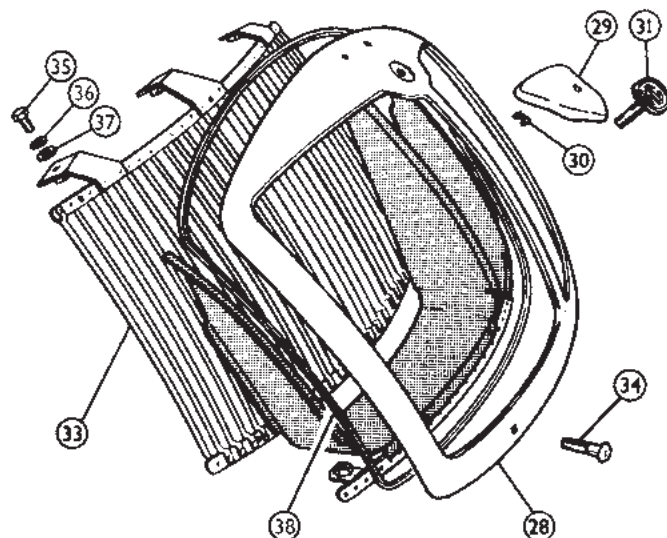
Fender mirrors were dealer-installed items, and were supplied in several styles and mounted wherever the owner wished. The Lucas style fender mirrors are most effective when mounted on the top of the fender just above the front axle. Some people have trouble seeing the left mirror if mounted closer to the windshield. Try various locations before drilling any holes.

Fender welt must be notched to fit around the fender bolts. Do not discard your original fender welt, use it as a pattern to notch the replacement.

25 1500-1600



26 1600 MKII



Grille

10247

No.	Part#	Price (Each)	Description	Application	Qty Req.
25	470-068	\$649.99	SHELL & GRILLE ASSEMBLY, flat 470-068 is chromed brass, as orig., with polished stainless steel slats, and incl. numbers 28-32, 34-38.	1500 & 1600	1
26	470-098	\$649.99	SHELL & GRILLE ASSEMBLY, recessed 470-098 is chromed brass, as orig., with polished stainless steel slats, and incl. numbers 28-31, 33-38.	MkII	1
28	470-070	NA	SHELL		1
29	470-110	NA	FALSE NOSE		1
30	326-530	\$0.29	SPEED NUT, false nose		2
31	201-035	\$49.99	BADGE		1
32	990-080	NA	GRILLE, flat	1500 & 1600	1
33	470-100	NA	GRILLE, recessed	MkII	1
34	320-940	\$4.59	BOLT, grille to shell		2
	310-040	\$0.29	NUT		5
35	322-645	\$0.49	BOLT, grille assembly to body		6
36	324-020	\$0.20	LOCKWASHER		6
37	324-115	\$0.39	FLAT WASHER		6
38	470-120	\$8.99	GRILLE PIPING, orig. silver color		1

The Moss Motors MGA Grille Assemblies are the finest, most authentic reproduction grilles ever offered.

Created from scratch, Moss' tooling was carefully referenced to factory drawings and original samples. Every effort has been made to produce the most accurate reproductions possible.

Moss' Grilles incorporate all of the subtle factory design features. The ever-critical back edge curvature is cut with a precision clipping tool and matches genuine originals.

As original, the shell and false nose are made of chrome plated brass, and the slats of polished stainless steel.

Moss' product development staff has installed Factory and the Moss reproduction grilles onto multiple MGA's. The differences between grille openings confirms that all MGA's varied somewhat. It is no accident that the holes in the body sheetmetal for the 1/4" mounting bolts were 1/2" in diameter. If you add in the dents, wrinkles and repairs done over 45+ years it is not hard to see why fitting a grille requires patience and some effort. We strongly suggest fitting your grille before the surround is painted to make an necessary "adjustments" before painting. That said, Moss guarantees that the fit of these grilles is every bit as good as the factory originals.

Also included with these assemblies is grille piping, metric installation hardware and complete installation instructions.

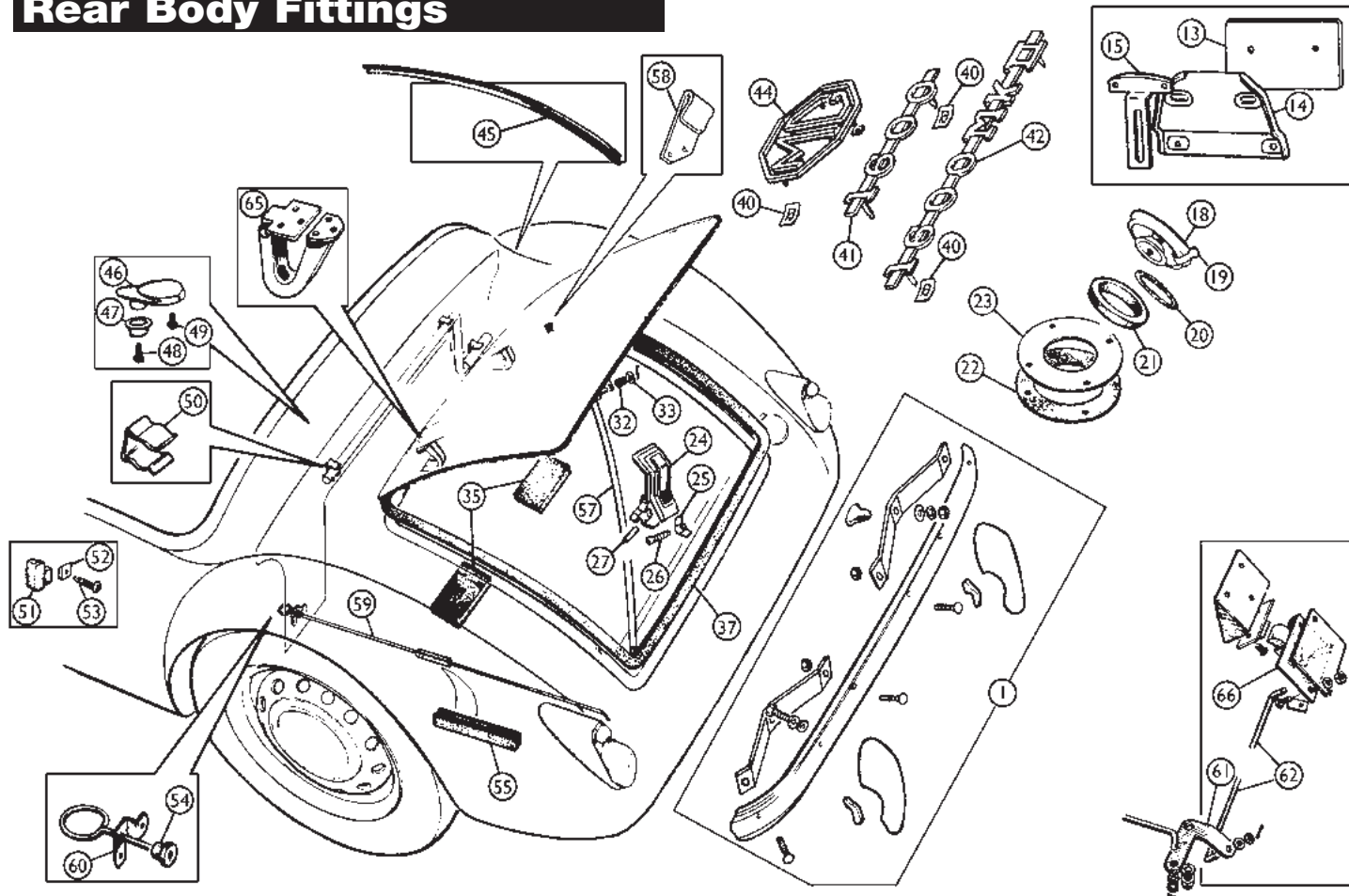
Mesh Grille Insert

Harken back to the days of wheel to wheel racing. From vintage to modern times, race cars and elite sports cars proudly sport mesh grilles that evoke racers of the past. Made from very high quality, correctly formed stainless steel mesh, this kit fits aftermarket as well as original MGA grilles. Installation involves removing the slat assembly from your current grille, and replacing it with the formed mesh and custom brackets of this kit. This is not a difficult task, requiring only a few basic tools. Provides great looks and improved cooling. Kit comes with detailed illustrated instructions, to transform your MGA into an eye-catching and better performing sports car.



1500-1600 (flat grille)	470-085	\$169.99
MkII (recessed grille)	470-095	\$169.99

Rear Body Fittings



Rear Body Fittings

10248

No.	Part#	Price (Each)	Description	Application	Qty Req.
1		NA	REAR BUMPER	see page 47	
13	451-285	\$16.99	BACKING PLATE, license plate		1
14	451-290	\$26.99	MAIN BRACKET, license plate		1
15	406-600	\$17.99	LAMP BRACKET		1
18	470-190	\$23.99	GAS CAP		1
19	326-730	\$2.99	'LIFT' LEVER, gas cap		1
20	470-210	\$2.19	SEAL, top of filler neck		1
21	280-780	\$2.29	FERRULE, filler pipe to body		1
22	282-720	\$2.69	SEAL, filler neck, on trunk floor		1
23	470-195	\$17.99	CLAMPING PLATE		1
24	453-000	\$84.99	CLAMP, spare tire		1
25	453-005	\$31.99	WING NUT		1
26	453-015	\$21.99	BOLT		1
27	453-025	\$1.89	PIN, pivot		1
32	329-165	NA	SPRING		1
33	365-720	\$0.79	WASHER		1
35	453-245	\$17.99	PACKING, spare tire (felt)	pair	1
37	280-714	\$17.99	TRUNK SEAL		1
40	326-588	\$3.99	SPEED NUT SET, for nos. 41, 42, & 44	(24 pieces)	1
	326-500	\$0.29	SPEED NUT for emblems no. 41 & 42 (incl. in Speed Nut Set)		6
41	408-410	\$8.99	'1600' EMBLEM, on trunk lid & front deck		3
42	408-420	\$8.99	'1600 MKII' EMBLEM, on trunk lid & front deck		3
44	470-698	\$28.99	'MG' EMBLEM SET	3 pieces w/ speed nuts	1
45	249-738	\$39.99	FENDER PIPING, original silver color	(does 4 fenders)	1
46	470-747	\$6.99	RETAINER, chrome		2
47	470-757	\$2.99	WASHER, cup		2
48	314-010	\$0.24	SCREW, long (3/8")		2
49		NA	SCREW, short (1/4")		2
50	471-100	\$19.99	CLIP, hand crank		3
51	280-680*	\$1.99	DOOR BUFFER	} (coupe uses 2)	4/2
52	470-490*	\$2.89	TAPPING PLATE, door buffers		4/2
53	323-080*	\$1.59	SCREW, tapping plate		4/2

* MGA 1500 used a smaller thread than 1600. Parts supplied are 1600 specification, but may be used on 1500 in matched sets (ie. tapping plates with screws listed above).

54	471-110	\$2.19	FERRULE, trunk lid release rod		1
55	471-120	\$9.99	CHANNEL, release rod		1
57	453-900	\$28.99	PROP ROD, trunk lid		1
58	457-475	\$6.99	CLIP, prop rod		1
59	470-015	NA	ROD, trunk release		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
60	470-075	NA	PLATE, rod guide		1
61	470-065	NA	LEVER, trunk release		1
62	470-025	NA	ROD, rear		1
65	470-918	\$49.99	TRUNK LID HINGE SET		1
	466-385	\$0.79	BOLT, trunk hinge		12
66	470-705	NA	TRUNK LOCK		1

Body Rubber

10249

No.	Part#	Price (Each)	Description	Application	Qty Req.
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Save time and money! The following body rubber sets include almost every rubber part needed to restore an MGA body, from headlamp seals to tail lamp pads, at considerable savings over total individual prices. Sets include items listed below and on the facing page.

The following two sets are NOT included in the Body Rubber Sets, and must be ordered separately:

281-778	\$129.99	PACKING SET, body to frame (complete)		1
281-848	\$55.99	GROMMET SET, complete		1

(52 pieces) Just about every rubber grommet found on an MGA.

281-708	\$259.99	BODY RUBBER SET	1500 roadster	1
281-718	\$519.99	BODY RUBBER SET	1500 coupe	1
281-728	\$264.99	BODY RUBBER SET	1600 roadster	1
281-738	\$479.99	BODY RUBBER SET	1600 coupe	1
281-748	\$274.99	BODY RUBBER SET	MKII roadster	1
281-758	\$469.99	BODY RUBBER SET	MKII coupe	1
281-108	\$10.99	HEADLAMP SEAL SET		1
280-120	\$3.69	SEAL, headlamp rim		2
280-130	\$2.49	PAD, headlamp to fender		2
280-540	\$3.29	PAD, license plate lamp		1
280-680	\$1.99	DOOR BUFFER	coupe uses 2	4/2
280-710	\$11.49	EXCLUDER, pedal		1
280-714	\$17.99	TRUNK SEAL		1
280-760	\$7.49	GEARSHIFT BOOT		1
280-780	\$2.29	FERRULE, around filler neck		1
280-790	\$1.99	PAD, gas pedal		1
280-690	\$1.39	GROMMET, bumper mounting		6
280-770	\$1.49	PEDAL PAD, brake & clutch		2

WARNING: Cancer and Reproductive Harm. www.P65Warnings.ca.gov

No. Part#	Price (Each)	Description	Application	Qty Req.
249-738	\$39.99	FENDER PIPING, 4 fenders		1
470-120	\$8.99	GRILLE PIPING, shell to body		1
281-630	\$11.49	HOOD BUFFER SET 10 buffers w/washers, screws & nuts		1
680-470	\$38.99	SEAL, windshield to body	} roadster	1
280-740	\$3.99	GROMMET, w/s post		2
280-940	\$129.99	WINDSHIELD SEAL, front	} coupe	1
280-950	\$129.99	WINDOW SEAL, rear		1
280-017	\$29.99	VENT WINDOW SEAL, R/H		1
280-027	\$29.99	VENT WINDOW SEAL, L/H		1
158-700	\$1.69	MOUNTING RING, park lamp	} 1500	2
159-518	\$8.99	SEAL SET, parking lamp lens		1
280-960	\$15.49	PAD, tail lamp mounting	} 1500 & 1600	2
159-100	\$2.99	PAD, tail lamp lens		2
159-400	\$3.49	PAD, tail lamp socket base	} 1600	2
280-970	\$12.99	PAD, tail lamp mounting		2
159-600	\$2.69	BODY, upper tail lamp	} 1600 & MKII	2
159-018	\$5.99	SEAL SET, parking lamp lens		1
164-800	\$2.09	MOUNTING RING, park lamp		2
159-718	\$8.69	BOOT SET, park lamp sockets		1
281-678	\$56.99	PAD SET, tail lamp mounting (pair) MKII		2



Classic Style Luggage Rack

The factory optional luggage rack for the MGA was cleverly designed to distribute the load across the entire surface of the aluminum boot lid. To accomplish this, the rack itself is bolted to two long steel straps. The straps are curved to fit the boot lid, and they ride on rubber strips that protected the paint. This design allows you to carry a reasonable amount of luggage without damaging the sheet metal. Our rack is patterned exactly like the factory rack, but with the added benefit of six integral luggage strap brackets to help secure your load. Supplied with complete instructions.

244-703 \$419.99

Trunk Lock

Protect the contents of your trunk with this easily-installed key lock. Simply disconnect the original pull mechanism, insert the lock, and hook up the chain - your trunk can then be opened only with the key. Supplied with mounting hardware, two keys, and an installation template.



222-500 \$49.99

Hardware Kit, Electrical

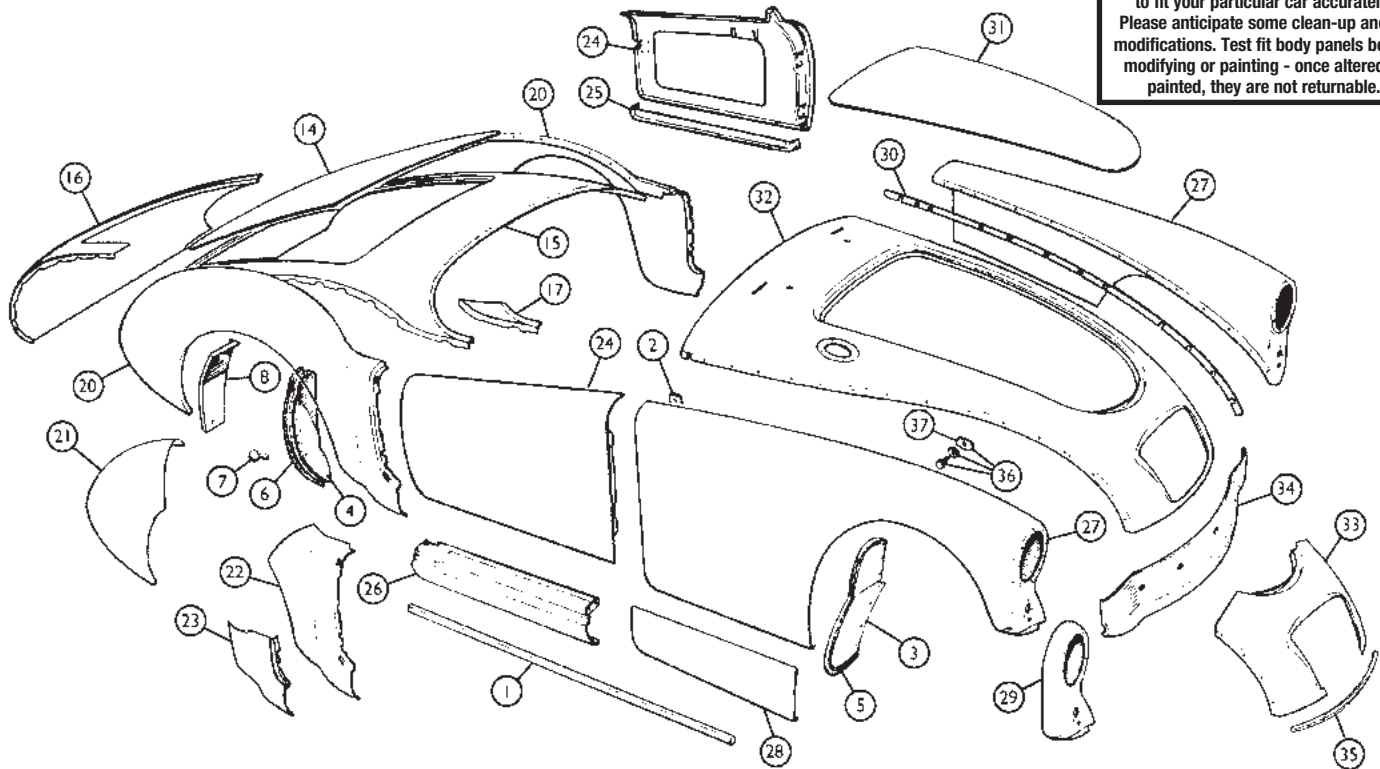
This fastener kit is made to service body fittings, brackets, electrical pieces, etc. Includes virtually all of the Phillips head machine/sheet metal screws required to fasten electrical equipment, small brackets, cable clamps, etc. Nuts, flat washers and lock washers are also included.

321-968 \$64.99





Body Panels, outer

Most of our body panels are shipped from overseas, and consequently invariably have some scratches and often minor dents. Panels will likely require alterations to fit your particular car accurately. Please anticipate some clean-up and/or modifications. Test fit body panels before modifying or painting - once altered or painted, they are not returnable.



Body Panels, outer

10250

No.	Part #	Price (Each)	Description	Application	Qty Req.
1	<u>453-098</u>	\$94.99	FINISHER STRIP, sill bottom (pair), 57" long, as original (Includes studs, nuts, lockwashers, and flat washers)		1
2	459-580	\$66.99	MOUNT, windshield stanchion, R/H	} roadster	1
	459-585	\$66.99	MOUNT, windshield stanchion, L/H		1
3	456-260	\$129.99	SPLASH PLATE, R/H front		1
	456-250	\$129.99	SPLASH PLATE, L/H front		1
4	456-290	\$39.99	SPLASH PLATE, R/H rear, forward	} roadster from (c)29935 and all coupes	1
	456-320	\$39.99	SPLASH PLATE, L/H rear, forward		1
These splash plates may be fitted to earlier cars.					
	280-808	\$69.99	SPLASH PLATE SEAL SET		1
5	280-800	\$12.99	SEAL, L/H front	} roadster from (c)29935 and all coupes	1
	280-810	\$12.99	SEAL, R/H front		1
6	280-820	\$12.99	SEAL, R/H rear		1
	280-830	\$12.99	SEAL, L/H rear		1
7	325-268	\$15.99	SPLIT RIVET SET		1
8	456-995	\$144.99	SPLASH PLATE, rear of R/H rear fender		1
	456-990	\$144.99	SPLASH PLATE, rear of L/H rear fender		1
14	456-000	\$1,299.00	TRUNK LID ASSEMBLY		1
	456-005	NA	SKIN, trunk lid		1
15	457-725	NA	TONNEAU PANEL	roadster	1
16	<u>457-715</u>	\$1,199.00	VALANCE, rear		1
17	457-735	\$129.99	REPAIR PANEL, R/H rear deck	} roadster	1
	457-745	\$129.99	REPAIR PANEL, L/H rear deck		1
20	456-710	\$1,149.00	FENDER, R/H rear 		1
	456-700	\$1,149.00	FENDER, L/H rear 		1
21	457-485	\$1,199.00	REPAIR PANEL, R/H rear		1
	457-495	\$1,199.00	REPAIR PANEL, L/H rear		1
22	457-775	NA	REPAIR PANEL, R/H front of rear fender		1
	457-785	\$300.00	REPAIR PANEL, L/H front of rear fender		1
23	457-780	\$99.99	REPAIR PIECE, lower R/H front of rear fender		1
	457-790	\$99.99	REPAIR PIECE, lower L/H front of rear fender		1
24	457-590	NA	COMPLETE DOOR, R/H	} roadster	1
	457-600	NA	COMPLETE DOOR, L/H		1
	457-625	\$299.99	DOOR SKIN, R/H		1
	457-635	\$299.99	DOOR SKIN, L/H		1
25	459-250	NA	REPAIR SECTION, inner door, R/H	} coupe	1
	459-255	NA	REPAIR SECTION, inner door, L/H		1
	459-260	NA	REPAIR SECTION, inner door, R/H		1
	459-265	NA	REPAIR SECTION, inner door, L/H		1
26	456-730	\$94.99	ROCKER PANEL, R/H		1
	456-720	\$94.99	ROCKER PANEL, L/H		1

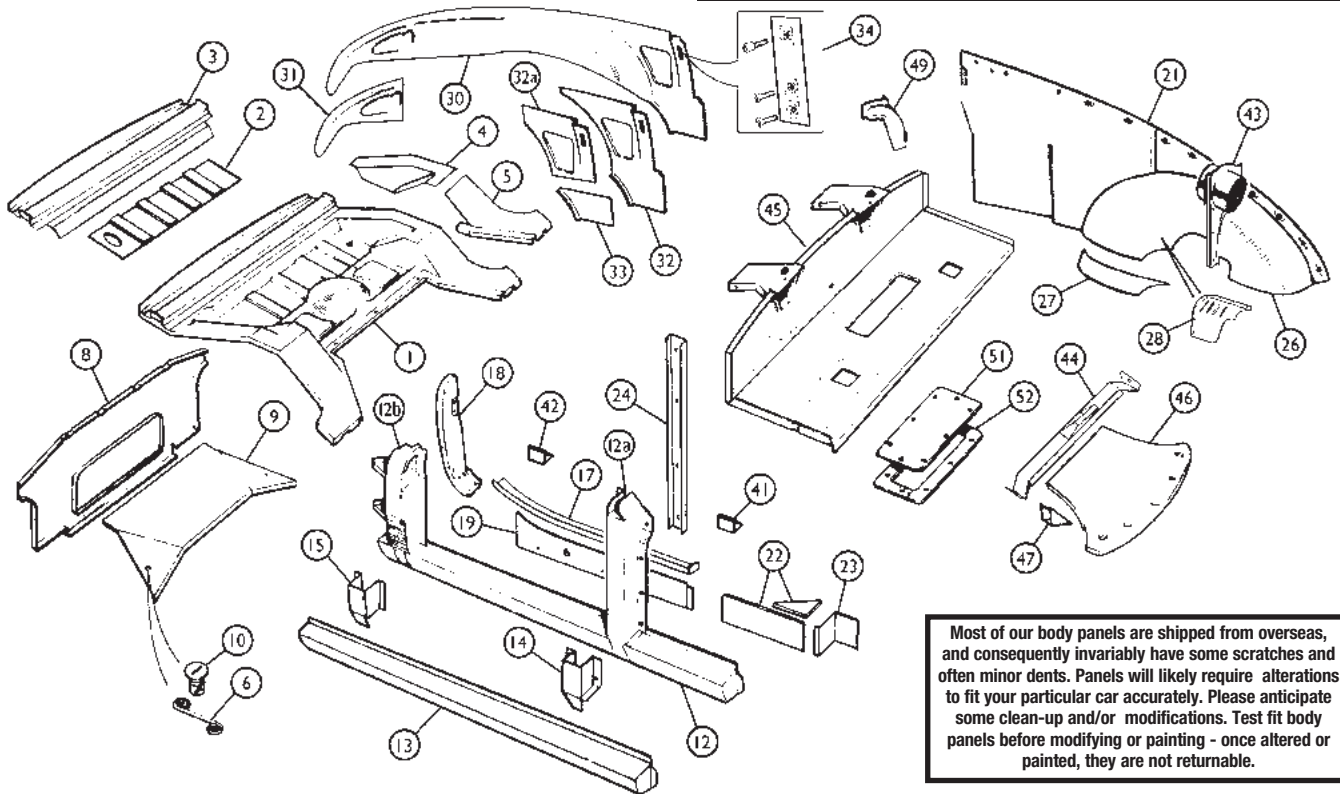
No.	Part#	Price (Each)	Description	Application	Qty Req.
27	456-750	\$2,599.00	FENDER, R/H front		1
	456-740	\$2,599.00	FENDER, L/H front		1
28	457-760	\$69.99	REPAIR PANEL, lower R/H		1
	457-770	\$69.99	REPAIR PANEL, lower L/H		1
29	457-665	\$899.99	REPAIR PANEL, R/H front		1
	457-675	\$899.99	REPAIR PANEL, L/H front		1
30	249-738	\$39.99	FENDER PIPING, for 4 fenders, orig. silver color		1
31	456-230	\$2,149.00	HOOD (BONNET)	(see note on pg. 48)	1
32	457-740	\$2,899.00	HOOD SURROUND	roadster	1
33	457-750	\$1,399.00	REPAIR PANEL, hood surround		1
34	<u>456-100</u>	\$599.99	FRONT VALANCE, steel		1
	<u>455-110</u>	\$209.99	FRONT VALANCE, fiberglass		1
	321-948	\$11.69	BOLT & WASHER SET, front valance mounting		1
35	459-230	\$219.99	SKIRT PANEL, front valance		1

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

Mounting Hardware

36	321-901*	\$94.99	FENDER BOLT SET, front (bolts & washers for 2 fenders)	1
	321-906*	\$94.99	FENDER BOLT SET, rear (bolts & all washers for 2 fenders)	1
* These contain pointed bolts for ease of installation.				
37	456-965	\$1.19	FENDER WASHER, large oblong (11/ft fender, 10/rear fender)	42
	324-155	\$0.59	FENDER WASHER, round (1 per fender)	4
	313-305	NA	FENDER WASHER, small rectangular	10
	324-715	\$0.99	FENDER WASHER, small rectangular, replacement	10
3 per lower ft. fender, 2 per upper ft. of rear fender				
	321-948	\$11.69	FRONT VALANCE BOLT & WASHER SET	1

Body Panels, inner



Most of our body panels are shipped from overseas, and consequently invariably have some scratches and often minor dents. Panels will likely require alterations to fit your particular car accurately. Please anticipate some clean-up and/or modifications. Test fit body panels before modifying or painting - once altered or painted, they are not returnable.

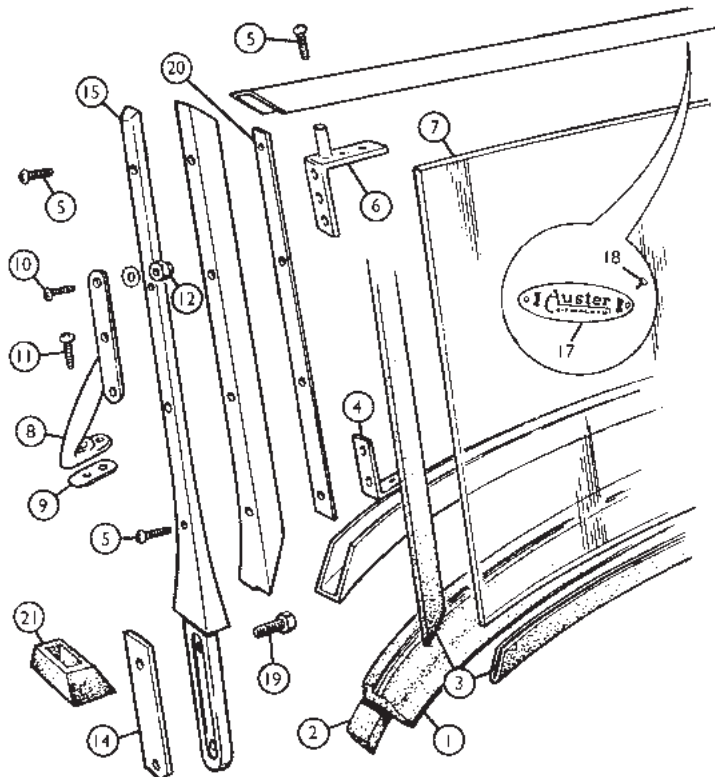
Body Panels, inner

10251

No.	Part#	Price (Each)	Description	Application	Qty Req.
<u>Underlined part numbers</u> indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
1	459-270	\$2,399.00	FLOOR ASSEMBLY, trunk		1
2	459-275	\$219.99	REPAIR PANEL, trunk center		1
3	459-280	\$244.99	REPAIR PANEL, trunk rear		1
4	459-285	\$89.99	REPAIR PANEL, L/H center side		1
	459-290	\$89.99	REPAIR PANEL, R/H center side		1
5	459-485	\$119.99	REPAIR PANEL, L/H front side		1
	459-490	\$119.99	REPAIR PANEL, R/H front side		1
6	470-720	\$4.99	SPRING, retaining		2
8	459-495	\$339.99	REAR BULKHEAD PANEL	all except 1600 coupe	1
9	456-280	\$174.99	BATTERY COVER		1
10	470-710	\$10.99	FASTENER, battery cover		2
12	456-140	\$499.99	SILL & PILLAR ASSEMBLY, R/H	roadster	1
	456-160	\$499.99	SILL & PILLAR ASSEMBLY, L/H		1
	456-145	\$489.99	SILL & PILLAR ASSEMBLY, R/H	coupe	1
	456-165	\$489.99	SILL & PILLAR ASSEMBLY, L/H		1
12a	456-141	NA	"A" POST, R/H		1
	456-161	\$199.99	"A" POST, L/H		1
12b	456-142	\$209.99	"B" POST, R/H	roadster	1
	456-162	\$209.99	"B" POST, L/H		1
	456-143	\$209.99	"B" POST, R/H	coupe	1
	456-163	\$209.99	"B" POST, L/H		1
13	457-800	\$154.99	SILL, R/H, with end caps		1
	457-810	\$154.99	SILL, L/H, with end caps		1
14	457-820	\$69.99	REPAIR PIECE, A-post bottom	lower 3"	2
15	457-830	\$69.99	REPAIR PIECE, B-post bottom	lower 3"	2
17	458-140	\$46.99	SILL PLATE, R/H		1
	458-150	\$46.99	SILL PLATE, L/H		1
18	457-875	\$129.99	SHUT FACE PANEL, R/H	roadster	1
	457-900	\$129.99	SHUT FACE PANEL, L/H		1
	459-560	\$209.99	SHUT FACE PANEL, R/H	coupe	1
	459-565	\$209.99	SHUT FACE PANEL, L/H		1
19	456-190	\$42.99	INNER SILL PANEL, R/H		1
	456-200	\$42.99	INNER SILL PANEL, L/H		1
21	459-570	\$464.99	WHEEL ARCH CLOSING PANEL, R/H		1
	459-575	\$464.99	WHEEL ARCH CLOSING PANEL, L/H		1
22	458-120	\$22.99	REPAIR PANEL, w/brace, R/H		1
	458-130	\$22.99	REPAIR PANEL, w/brace, L/H		1
23	457-880	\$22.99	REPAIR PIECE, sill to wheel well, R/H		1
	457-870	\$22.99	REPAIR PIECE, sill to wheel well, L/H		1
24	457-860	\$26.99	CHANNEL, reinforcing		2

No.	Part#	Price (Each)	Description	Application	Qty Req.
26	459-590	NA	WHEEL WELL, R/H		1
	459-595	\$999.99	WHEEL WELL, L/H		1
27	459-110	\$20.99	REINFORCEMENT, R/H wheel well		1
	459-115	\$20.99	REINFORCEMENT, L/H wheel well		1
28	459-315	\$171.99	LOUVERED PANEL, L/H	Twin Cam only	1
	459-325	\$171.99	LOUVERED PANEL, R/H		1
30	459-120	\$849.99	INNER FENDER ASSEMBLY, R/H rear	roadster	1
	459-125	\$849.99	INNER FENDER ASSEMBLY, L/H rear		1
	459-130	\$999.99	INNER FENDER ASSEMBLY, R/H rear	coupe	1
	459-135	\$999.99	INNER FENDER ASSEMBLY, L/H rear		1
31	459-140	NA	REPAIR PIECE, L/H rear		1
	459-145	NA	REPAIR PIECE, R/H rear		1
32	459-150	\$194.99	REPAIR PIECE, L/H front	roadster	1
	459-155	\$194.99	REPAIR PIECE, R/H front		1
	459-160	\$179.99	REPAIR PIECE, L/H front	coupe	1
	459-165	\$179.99	REPAIR PIECE, R/H front		1
32a	459-151	NA	REPAIR PIECE, L/H upper front	roadster	1
	459-156	NA	REPAIR PIECE, R/H upper front		1
33	458-170	\$49.99	REPAIR PIECE, L/H lower front		1
	458-160	\$49.99	REPAIR PIECE, R/H lower front		1
34	457-840	\$14.99	REPAIR KIT, top frame mount	roadster	2
41	457-850	\$56.99	MOUNT, body to frame, front		2
42	457-855	\$104.99	MOUNT SET, body to frame, rear (pair)		1
43	459-180	\$259.99	BRACKET, radiator support, R/H		1
	459-185	\$259.99	BRACKET, radiator support, L/H		1
44	459-190	\$214.99	PLATFORM, bonnet locking		1
45	459-195	\$949.99	PANEL ASSEMBLY, ft. bulkhead except Twin Cam/MKII DeLuxe		1
46	456-240	\$189.99	PANEL, radiator duct	except Twin Cam	1
	459-215	\$209.99	PANEL, radiator duct	Twin Cam	1
47	459-220	\$46.99	MOUNTING BRACKET, rad. duct panel, R/H		1
	459-225	\$46.99	MOUNTING BRACKET, rad. duct panel, L/H		1
49	459-240	\$34.99	PILLAR TOP EXTENSION, R/H		1
	459-245	\$34.99	PILLAR TOP EXTENSION, L/H		1
51	457-885	\$64.99	COVER PLATE, heater aperture	when heater not fitted	1
52	282-750	\$3.99	SEAL, heater/cover plate mounting		1

Roadster Windshield / Doors

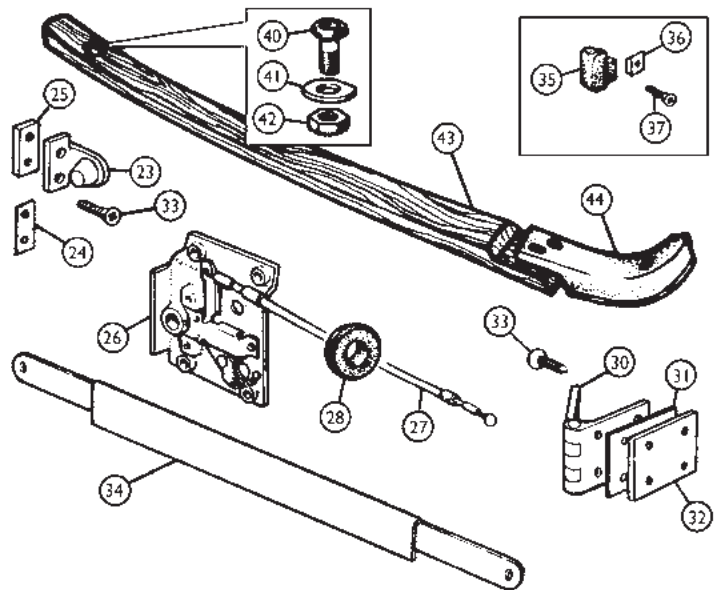


Roadster Windshield

10253

No.	Part#	Price (Each)	Description	Application	Qty Req.
<u>Underlined part numbers</u> indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
1	680-470*	\$38.99	SEAL, under windshield		1
2	280-155	\$1.59	PACKING, for windshield ends, 5" long		2
3	280-735	\$54.99	GLAZING RUBBER		1
4	470-790	\$5.99	BRACKET, lower corner		2
5	323-958	\$74.99	SCREW SET, windshield frame, complete		1
6	470-780	\$23.99	BRACKET, R/H	} drilled & tapped	1
	470-770	\$23.99	BRACKET, L/H		1
	470-785	\$17.99	BRACKET, R/H	} undrilled	1
	470-775	\$17.99	BRACKET, L/H		1
7	456-071	\$529.99	WINDSHIELD GLASS, Triplex brand		1
	456-072	\$549.99	WINDSHIELD GLASS, tinted, Triplex		1
8	472-070	\$29.99	GRAB HANDLE, R/H		1
	472-080	\$29.99	GRAB HANDLE, L/H		1
9	472-090	\$1.89	PACKING, grab handle		2
10	323-020	\$0.99	SCREW, grab handle to frame	} included in set #5	6
11	323-080	\$1.59	SCREW, grab handle to body		4
12	311-010	\$2.29	DOME NUT, grab handle		6
14	472-450	\$10.49	PACKING, windshield post (pair)		A/R
15	451-300	\$399.99	WINDSHIELD POST, R/H		1
	451-310	\$399.99	WINDSHIELD POST, L/H		1
17	408-790	\$2.99	AUSTER, windshield nameplate		1
18	325-210	\$0.49	DRIVE RIVETS, nameplate		2
19	322-610	\$0.69	BOLT, post to body		4
20	408-880	\$12.99	TAPPING PLATE, windshield		2
21	280-740*	\$3.99	GROMMET, windshield post		2

* Included in body rubber sets listed on page 50.



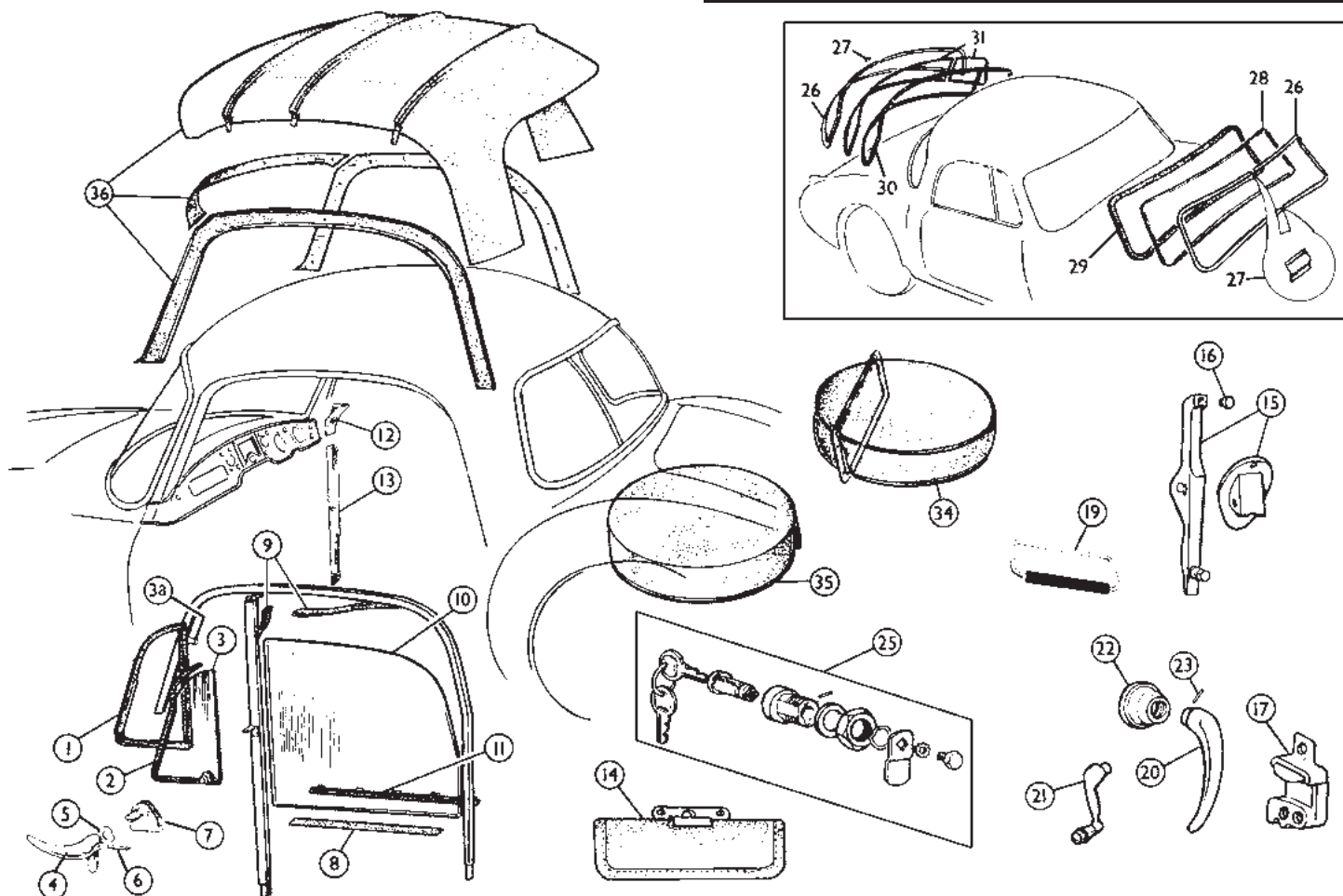
Roadster Doors

10252

No.	Part#	Price (Each)	Description	Application	Qty Req.
23	470-540	\$12.99	STRIKER PLATE		2
24	472-455	\$2.39	SHIM		A/R
25	470-480	\$13.99	TAPPING PLATE		2
26	470-520	\$34.99	DOOR LATCH, R/H		1
	470-530	\$34.99	DOOR LATCH, L/H		1
27	470-560	\$6.79	CABLE, door pull		2
28	280-200	\$2.89	GROMMET, door pocket		2
30	470-960	\$64.99	DOOR HINGE		4
31	470-510	\$1.29	PACKING SHIM		A/R
32	408-890	\$9.99	TAPPING PLATE, door hinge		4
33	323-260	\$0.79	SCREW, hinge and striker plate		36
34	451-095	\$15.99	STIFFENER BAR, door panel		2
35	280-680	\$1.99	DOOR BUFFER		4
Included in body rubber sets listed on pages 50.					
36	470-490*	\$2.89	TAPPING PLATE, securing door buffers		4
37	323-080*	\$1.59	SCREW, tapping plate		4
* MGA 1500 used a smaller thread than 1600. Parts supplied are 1600 specification, but may be used on 1500 in matched sets (ie. tapping plates with screws listed above).					
40	470-570	\$5.99	SOCKET, side curtain		2
41	324-425	\$2.39	WASHER		2
42	310-390	\$0.49	NUT for socket		2
43	453-260	\$109.99	DOOR TOP RAIL, R/H wood		1
	453-255	\$109.99	DOOR TOP RAIL, L/H wood		1
44	472-180	\$29.99	DOOR CORNER RAIL, R/H, aluminum		1
	472-170	\$29.99	DOOR CORNER RAIL, L/H, aluminum		1

Installing Windscreen and Frame

One of the most familiar characteristics of the MGA is the small diagonal crack at the corner of the windscreen. This can be avoided if, upon installation, the mounting bolts are tightened up a little at a time. Work from side to side so the brackets are drawn up equally. The amount of packing required varies from car to car, especially if any crash repair has been carried out. Plan on replacing the screw set and corner brackets. These screws are 2BA thread and have often been replaced with something else which damages the brackets. Rust attacks the lower brackets, while the upper ones are prone to cracking, and should be carefully inspected.




Coupe Only

10254

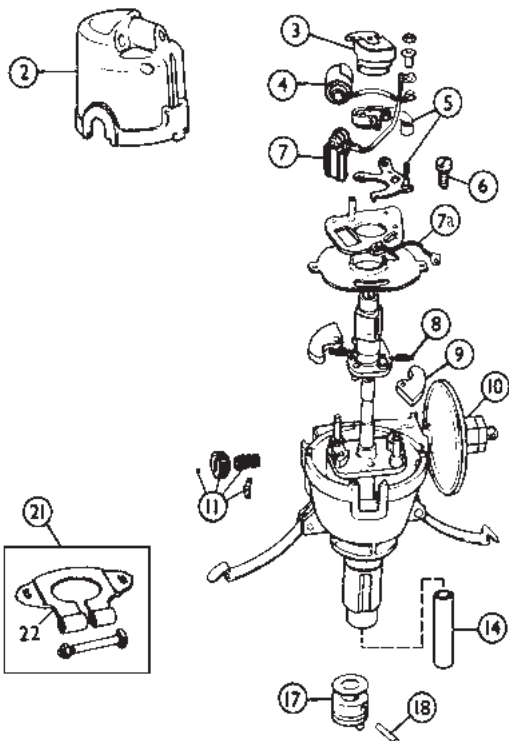
No.	Part#	Price (Each)	Description	Application	Qty Req.
1	280-017	\$29.99	SEAL, R/H vent window		1
	280-027	\$29.99	SEAL, L/H vent window		1
2	280-025	\$7.49	GLAZING RUBBER, vent windows (enough for 2 windows)		1
3	456-460	NA	VENT WINDOW GLASS		2
3a	470-725	NA	HINGE, L/H vent window		1
	470-735	NA	HINGE, R/H vent window		1
4	470-580	\$44.99	HANDLE, vent window, R/H		1
	470-590	\$44.99	HANDLE, vent window, L/H		1
5	324-295	\$0.39	WASHER, anti-rattle		2
6	325-470	\$3.19	PIN, handle retaining		2
7	470-575	\$79.99	PIVOT, vent window handle		2
8	282-550	\$5.49	GLAZING RUBBER, door windows		2
9	472-100	\$23.99	FELT STRIP SET, glass channel	for 2 windows	1
10	456-470	NA	DOOR GLASS		2
11	280-035	\$9.99	BRUSH SEAL, door window		2
12	282-245	\$52.99	PAD, R/H A-POST		1
	282-255	\$52.99	PAD, L/H A-POST		1
13	680-485	\$5.49	SEAL, door pillar	(must be cut to fit)	2
14	233-895	NA	SUN VISOR, black		1/2
	233-945	NA	SUN VISOR, white		1/2

The **sequential assembly of the MGA** afforded simplicity and economy of effort in construction. Recalling how the car was assembled at the factory will be of great help when you attempt to take it apart and re-assemble it. The MGA line moved at the rate required to carry out the assembly correctly. There was a minimum of hurry, although the workers were able to assemble several hundred cars a week. **MGA components were first built into sub-assemblies in side bays** and 'hung' on the frame as complete units. Engines, rear ends and interiors rapidly came together to make an MGA which was driven off the line. Each car was inspected thoroughly before being consigned to a shipment. While working on your MGA, the sequential assembly can cause problems if you attempt to subvert the system. Don't fight it. Remember that one layer of parts removed will reveal another layer, and things have to be disassembled in proper order.

No.	Part #	Price (Each)	Description	Application	Qty Req.
15	472-190	\$179.99	DOOR HANDLE, exterior, with escutcheon (2 pcs. - must be assembled with orig. pivot pin & spring.)		2
16	282-250	\$2.99	BUFFER, door handle		2
17	470-545	\$99.99	DOOR STRIKER, R/H		1
	470-555	\$99.99	DOOR STRIKER, L/H		1
19	803-901	\$34.99	DOOR PULL		2
20	803-900	\$19.99	DOOR HANDLE, interior This is an excellent replacement handle of proper size and shape.		2
21	472-110	\$64.99	HANDLE, window regulator		2
22	470-600	\$29.99	ESCUTCHEON, window & door handles (includes spring)		4
23	803-230	\$0.99	PIN, door & window handles		4
25	163-590	NA	DOOR LOCK ASSEMBLY, with 2 keys (driver's door only)		1
26	451-390	\$29.99	TRIM, windshield or rear window		2
One length per window. Looks and fits like original when installed, but is a flexible chrome-colored Mylar strip. For authenticity, cut in half and use two #470-700 joiners, as illustrated. Heat with an electric hair dryer to bend around corners.					
27	470-700	\$4.29	JOINER, window trim	2 per window	4
28	<u>456-081</u>	\$549.99	WINDSHIELD, Triplex brand		1
	<u>456-080</u>	\$279.99	WINDSHIELD		1
<u>Underlined part numbers</u> indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
29	280-940*	\$129.99	WINDSHIELD SEAL		1
30	280-950*	\$129.99	WINDOW SEAL, rear		1
31	456-438	NA	REAR WINDOW GLASS SET		1
34	242-935	\$199.99	SPARE WHEEL COVER, grey	1500 coupe (for roadster, see pg. 68)	1
	242-465	\$199.99	SPARE WHEEL COVER, black		1
	242-475	\$199.99	SPARE WHEEL COVER, red		1
35	242-945	\$149.99	SPARE WHEEL COVER, grey	1600 coupe (for roadster, see pg. 68)	1
	246-435	\$149.99	SPARE WHEEL COVER, black		1
	246-445	\$149.99	SPARE WHEEL COVER, red		1
Spare wheel covers use the same carpet material as our carpet sets.					
36	456-970	\$369.99	HEADLINER KIT, white		1
	456-980	\$369.99	HEADLINER KIT, black		1

* Included in body rubber sets listed on page 50.

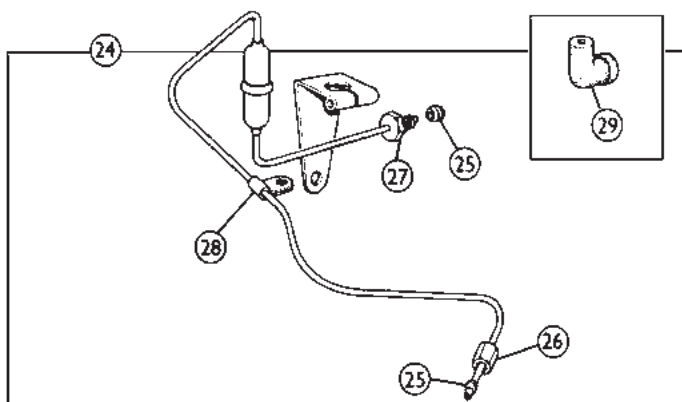
Ignition



Distributor

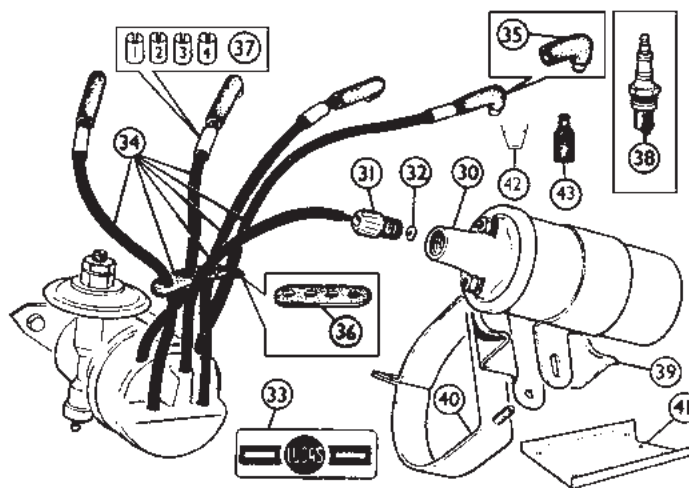
No.	Part#	Price (Each)	Description	Application	Qty Req.
	143-101	NA	DISTRIBUTOR, new	1500 & 1600	1
			This is a later model 25D made to 40510 specifications.		
	543-000	NA	DISTRIBUTOR, rebuilt	1622, MKII	1
2	163-825	\$36.99	CAP, Intermotor brand		1
	163-800	\$14.99	CAP, aftermarket		1
3	151-805	\$15.99	ROTOR, premium replacement (red)		1
	151-710	\$5.99	ROTOR, Lucas		1
	151-800	\$4.99	ROTOR, Intermotor		1
	152-220	\$10.99	CONDENSER & POINT SET, Lucas		1
	152-221	\$9.99	CONDENSER & POINT SET, Intermotor brand		1
4	151-730	\$7.99	CONDENSER, Lucas		1
	154-001	\$12.99	CONDENSER, Premium Quality		1
5	151-720	\$7.99	POINT SET, Lucas		1
	152-225	\$23.99	POINT SET, Premium Quality		1
	153-900	\$6.99	POINT SET, aftermarket		1
6	323-245	\$1.09	SCREW, point set to breaker plate		1
7	153-600	\$14.99	TERMINAL BUSH with lead (screw connector)		1
	560-450	\$25.69	TERMINAL BUSH with lead (Lucar connector)		1
7a	153-645	\$2.49	GROUND WIRE (replacement)		1
8	152-600	NA	SPRING SET	} orig. distributors #40488A & 40510A	1
9	152-700	NA	WEIGHT		2
10	163-606	\$109.99	VACUUM UNIT, reproduction	} 1500, 1600	1
	163-605	\$55.99	VACUUM UNIT, replacement		1
Replacement vacuum unit has push-on fitting for vacuum pipe, and requires rubber adaptor below.					
	163-615	\$109.99	VACUUM UNIT, reproduction	1622	1
	153-840	\$1.09	ADAPTOR for vacuum unit 163-605		1
11	163-738	\$17.99	ADJUSTER KIT		1
	163-730	NA	SPRING, adjuster		1
	163-740	NA	RATCHET, adjuster		1
	163-735	NA	KNURLED NUT, adjuster		1
14	153-100	\$14.99	BUSHING	distrs. 40488A, 40510A	1
	153-500	\$33.99	BUSHING	40510B thru H	1
17	153-300	\$29.99	DRIVING DOG		1
18	539-020	\$0.49	PIN		1
21	153-400	\$10.99	CLAMPING PLATE, with bolt and nut	(replacement type)	1
22	153-401	\$35.99	CLAMPING PLATE without bolt & nut	(OE type)	1
	153-402	\$8.19	BOLT & NUT for clamping plate		1

No spark? The most common tune-up problem results when a set of new points is installed, and the car refuses to run. Double check the condenser and terminal wires; they must be insulated from the point set. It's common to place them on top of the insulator, which grounds them to the distributor base plate. The insulator washer must be fitted under the point spring, and the condenser mounted securely to the breaker plate.



No.	Part#	Price (Each)	Description	Application	Qty Req.
24	163-620	\$44.99	VACUUM PIPE ASSEMBLY, pre-bent as original		1
25	163-635	\$0.99	COMPRESSION FITTING		1
26	153-810	\$6.89	NUT, distributor end		1
27	163-625	\$5.49	SCREW FITTING, carburetor end		1
28	153-820	\$1.59	CLIP		1
29	153-840	\$1.09	ADAPTOR		1

(to connect vacuum line to replacement vacuum unit with slip-on connector)

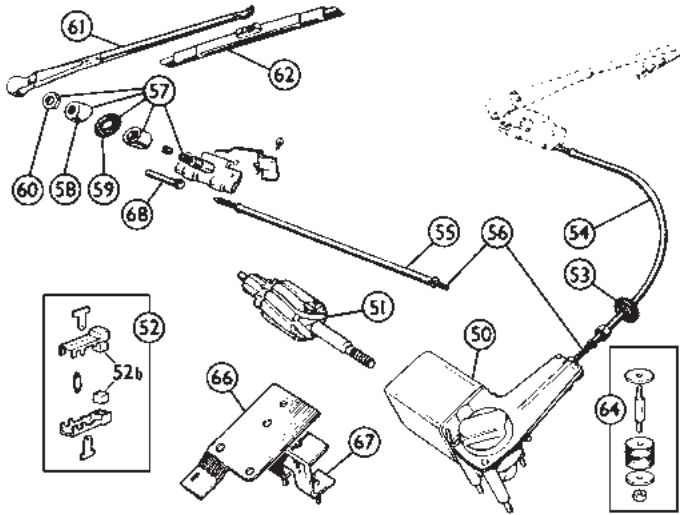


Coil & Ignition Wires

No.	Part#	Price (Each)	Description	Application	Qty Req.
30	543-020	\$42.99	COIL, ignition, 12 volt	screw-in H.T. connection	1
	143-201	\$44.99	SPORTS COIL, Intermotor brand	push-in H.T. connection	1
31	152-400	\$2.69	NUT, wire securing	} for #543-020 coil only	1
32	146-310	\$0.49	WASHER, brass		1
33	36-5019	NA	LUCAS COIL DECAL	(screw-in connection)	1
34	171-628	\$59.99	IGNITION WIRE SET, with clips		1
35	171-620	\$9.99	SPARK PLUG CLIP		4
	171-627	\$8.99	IGNITION WIRE, 5 feet		1
36	171-550	\$3.29	IGNITION WIRE SEPARATOR		1
37	171-630	\$9.99	WIRE LABEL SET		1
38	152-120	\$3.69	SPARK PLUG, Champion		4
	152-121	\$3.69	SPARK PLUG, Champion (resistor type)		4
	175-080	NA	SPARK PLUG, NGK		4
	175-081	\$4.79	SPARK PLUG, NGK (resistor type)		4
39	473-120	\$49.99	PLATE, coil steady	} 1500	1
40	473-125	\$29.99	BRACKET, coil mounting		1
41	470-055	\$44.99	BRACKET, coil mount	1600 & MKII	1
42	571-037	\$0.89	WIRE END, "push-in"	} for #143-200 coil only	1
43	571-047	\$1.69	BOOT		1

Reversed polarity at the coil will cause fouled spark plugs and premature point erosion, as well as high-speed break up, although the car will run. The coil connections to the distributor should match the battery ground. For example, on a positive ground car, the positive side should connect to the distributor. Original Lucas coils for positive ground systems were marked 'SW' for switch and 'CB' for the contact breaker. Modern coils are marked '+' and '-'.

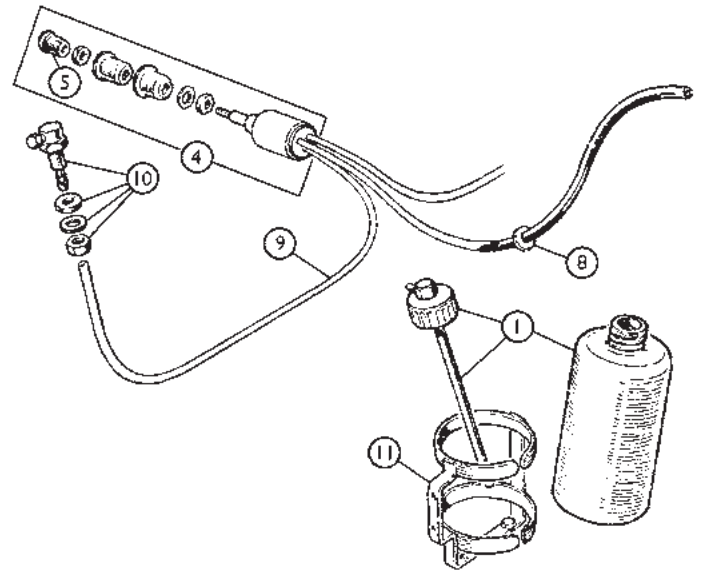
When working on the electrical system it is advisable to disconnect the coil switch wire. This will keep the coil and points from overheating, and prevent an accidental start-up.



Wipers

10257

No.	Part#	Price (Each)	Description	Application	Qty Req.
50	145-538	NA	WIPER MOTOR		1
	145-510	NA	WIPER MOTOR, less gear & shaft		1
51	554-020	NA	ARMATURE		1
52	554-030	NA	BRUSH & SPRING SET, complete		1
52b	554-035	\$22.99	BRUSH PAIR (carbon blocks only)		1
53	240-515	\$2.99	GROMMET		1
54	145-010	NA	CASING, motor to wheelbox		1
55	145-020	NA	CASING, between wheelboxes		1
56	161-310	\$23.99	INNER DRIVE CABLE		1
57	145-200	\$42.99	WHEELBOX ASSEMBLY		2
58	145-290	\$4.89	CHROME BEZEL, wheelbox		2
59	282-820	\$0.79	PAD, wheelbox bezel		2
60	311-065	\$1.99	CHROME NUT, wheelbox		2
61	164-990	\$23.99	WIPER ARM	LHD only	2
	165-035	\$23.99	WIPER ARM	RHD only	2
62	164-980	\$12.99	WIPER BLADE		2
64	145-640	\$14.99	WIPER MOTOR MOUNT KIT		1
66	471-105	NA	BRACKET, top		1
67	471-115	NA	BRACKET, bottom		1
68	565-130	\$8.99	CASING, R/H end		1

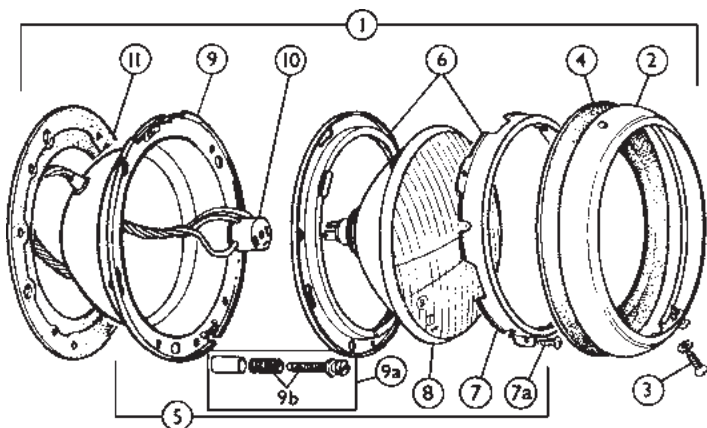


Washers

10258

No.	Part#	Price (Each)	Description	Application	Qty Req.
1		NA	CONTAINER ASSEMBLY, w/1-3/8" cap		1
	361-108	\$14.99	CONTAINER ASSEMBLY, w/2-1/4" cap (reproduction "Tudor")		1
		NA	CAP, 1-3/8" dia.		1
	361-085	\$7.99	CAP, 2-1/4" dia.		1
	361-145	\$3.19	FOOT VALVE (non-return valve)		1
4	565-055	\$59.99	PUMP ASSEMBLY, reproduction		1
5	150-889	\$9.89	KNOB		1
8	282-640	\$1.49	GROMMET, washer tube		1
9	361-220	\$0.99	TUBING, 1/8" ID	sold per foot	A/R
10	361-240	\$5.49	JET ASSEMBLY		2
11	361-255	NA	BRACKET, for container (original type)		1
	361-245	\$12.69	BRACKET, for container (replacement)		1

Lamps



Headlamps

10259

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	168-708	\$129.99	HEADLAMP ASSEMBLY (3-adjuster)	1500, 1600 to (c)70221	2
	168-698	\$144.99	HEADLAMP ASSEMBLY (2-adjuster)	1600 from (c)70222	2
2	164-002	\$27.99	CHROME RIM, outer		2
3	147-000	\$0.99	SCREW		2
4	280-120	\$3.69	DUST SEAL		2
5	144-790	\$89.99	HEADLAMP ASSEMBLY, without rim	1500, 1600 to (c)70221	2
	144-800	\$114.99	HEADLAMP ASSEMBLY, without rim	1600 from (c)70222	2
6	157-300	\$35.99	RING, retaining, 2 piece	1500, 1600 to (c)70221	2
7	156-700	\$14.99	RING, retaining, outer	1600 from (c)70222	2
	560-215	\$17.99	BUCKET, inner		2
	158-045	\$0.69	SCREW, retaining rings to bucket		6
8	171-100	NA	LIGHT UNIT, sealed beam	(not in assembly)	2
	171-105	\$18.99	LIGHT UNIT, sealed beam, halogen	(in assembly)	2
9	144-797	\$25.99	BUCKET, 3 adjuster type	1500, 1600 to (c)70221	2
			(this bucket does not include adjusters)		
	144-807	\$27.99	BUCKET, with 2 adjusters	1600 from (c)70222	2
	147-015	\$12.99	ADJUSTER SET (3 adjusters)	1500 & 1600 to (c)70221	2
	147-010	\$4.59	SCREW & SPRING		6
	552-115	\$5.99	ADJUSTER SET (2 adjusters)	1600 from (c)70222	2
10	171-400	\$8.99	PLUG, sealed beam w/grommet & pigtail		2
11	280-130	\$2.49	MOUNTING RUBBER (3-adj.)	1500, 1600 to (c)70221	2
	552-030	\$5.99	MOUNTING RUBBER (2-adj.)	1600 from (c)70222	2



A



B



C

Halogen Headlamps

10265

A	162-726	NA	HALOGEN HEADLAMP, Lucas	2
B	902-969	\$84.99	HALOGEN HEADLAMP, Hella	2
C	156-875	\$58.99	HALOGEN HEADLAMP, Crystal Clear	2
	902-998	\$6.39	BULB, H4 halogen	2

See "Exterior" color pages at the front of this catalog for details

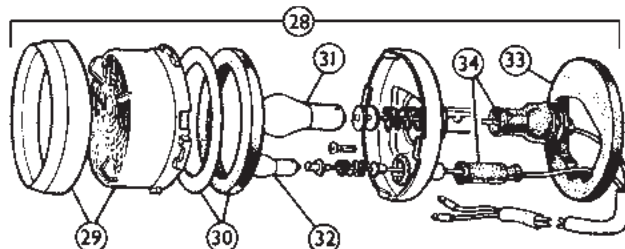
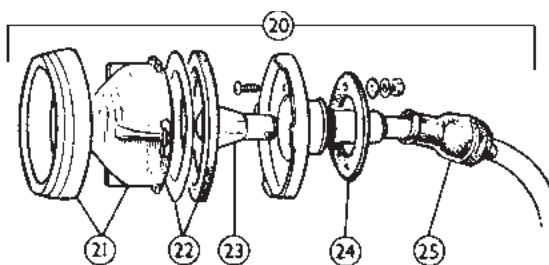
PL700 Tripod Headlamp Pair



The PL700 was fitted to many high level sports cars. The unique lens design and prominent PL badge give a distinct look that is part of the historical heritage of our cars. These are semi-sealed units, and are not legal where D.O.T. approved headlamps are required.

PL700 Set	156-898	NA
Replacement Bulb	170-450	\$3.69
Bulb, quartz halogen	170-675	\$8.49

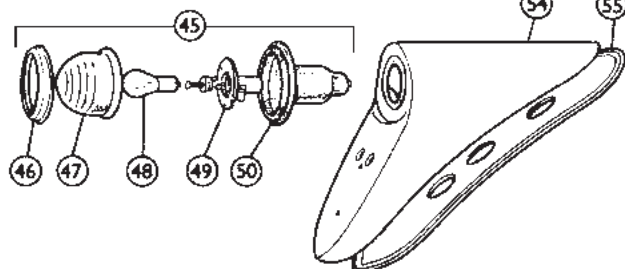
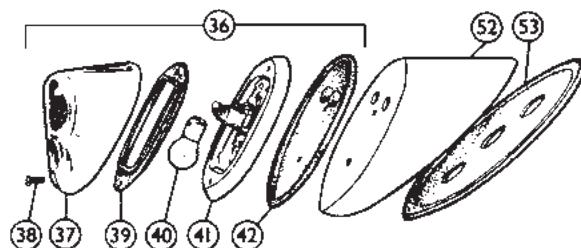
****Note:** For negative ground vehicles only. You will want to match LED bulb color with the color of the specific lamp lens to avoid color distortion. Use White for Clear, Amber for Amber, and Red for Red. In some applications there were multiple options, so the appropriate selection must be made based on your vehicle. If you are replacing turn signal bulbs with LEDs you will need to upgrade to an electronic flasher (part number 141-668).



Front Lamps

10260

No.	Part#	Price (Each)	Description	Application	Qty Req.
20	143-500	\$46.99	FRONT PARKING LAMP	1500	2
21	158-900	\$15.99	LENS, with rim		2
22	159-518	\$8.99	SEAL SET, lens mounting		1
23	170-700	\$0.69	BULB, original type		2
	170-931**	\$29.99	BULB, LED, white		2
24	158-700	\$1.69	RUBBER PAD		2
25	159-700	\$4.69	RUBBER BOOT		2
28	143-600	\$59.99	FRONT PARKING LAMP	1600 & MKII	2
29	164-200	\$24.99	LENS, with rim, clear (US)		2
	164-210	NA	LENS, with rim, amber/clear (UK)		2
30	159-018	\$5.99	SEAL SET, lens mounting		1
31	170-800	\$0.89	BULB, original type, turn indicator, large		2
	170-946**	\$29.99	BULB, LED, turn indicator, white (US)		2
	170-951**	\$29.99	BULB, LED, turn indicator, amber (UK)		2
32	170-250	\$0.99	BULB, original type, parking, small		2
	170-906**	\$19.99	BULB, LED, parking, white		2
33	164-800	\$2.09	RUBBER PAD		2
34	159-718	\$8.69	BOOT SET, 4 boots		1



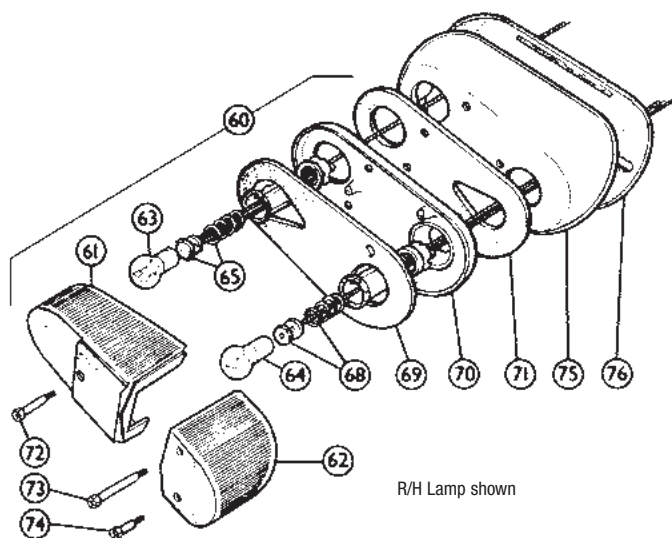
Tail Lamps

10261

No.	Part#	Price (Each)	Description	Application	Qty Req.
36	143-801	\$49.99	TAIL LAMP ASSEMBLY	1500 & 1600	2
37	159-200	NA	LENS, "Lucas"		2
	159-211	\$12.99	LENS, aftermarket		2
38	158-018	\$9.99	SCREW SET, for lenses		1
39	159-100	\$2.99	PAD, lens mounting		2
40	170-700	\$0.69	BULB, original type		2
	170-941**	\$29.99	BULB, LED, red		2
41	159-300	\$34.99	CHROME BASE ASSEMBLY		2
42	159-400	\$3.49	PAD, rubber		2

No.	Part#	Price (Each)	Description	Application	Qty Req.
45	144-000	\$31.99	FLASHER LAMP ASSEMBLY, rear	1600	2
46	158-400	\$3.99	RIM, chrome		2
47	164-900	\$7.99	GLASS LENS, red (US)		2
	560-275	\$7.49	GLASS LENS, amber (UK)		2
48	170-800	\$0.89	BULB, original type		2
	170-956**	\$29.99	BULB, LED, red (US)		2
	170-951**	\$29.99	BULB, LED, amber (UK)		2
49	159-900	\$18.49	SOCKET	1500	2
50	159-600	\$2.69	BODY, rubber		2
52	473-140	\$189.99	PLINTH, L/H		1
	473-150	\$189.99	PLINTH, R/H	1500	1
53	280-960	\$15.49	PLINTH PAD		2
54	159-180	\$189.99	PLINTH, L/H	1600	1
	159-190	\$189.99	PLINTH, R/H		1
55	280-970	\$12.99	PLINTH PAD		2

Most lamp problems are conveniently in the lamp unit itself. The great majority are caused by bad bulb contacts or corroded grounds. Don't assume that there are major problems until the non-functioning unit is completely inspected. Using the wiring diagram, work your way back through the circuit to the connectors and from there to the source of power such as the fuse box or terminal connector. By this method, you are able to determine whether an entire circuit or the individual unit is at fault. If the circuit is dead, track the problem from the fuse box or battery side of that particular circuit. Proceed through the circuit components one at a time, using the wiring diagram as a guide.



Tail Lamp, 1600 MKII & DeLuxe

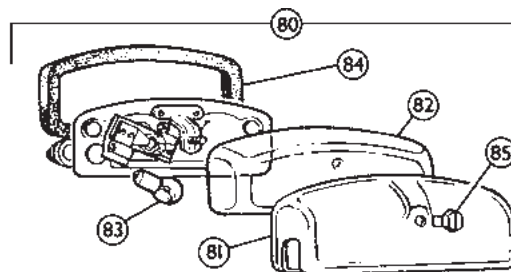
10262

No.	Part#	Price (Each)	Description	Application	Qty Req.
60	144-300	NA	TAIL LAMP ASSEMBLY, L/H	US spec w/red lens #62	1
	144-400	NA	TAIL LAMP ASSEMBLY, R/H		1
	164-208	NA	LENS SET, all 4 lenses below		1
61	164-400	\$19.99	LENS, L/H stop/tail lamp	U.S. spec.	1
	164-500	\$19.99	LENS, R/H stop/tail lamp		1
62	164-600	\$39.99	LENS, L/H flasher lamp, red		1
	164-700	\$39.99	LENS, R/H flasher lamp, red	U.K. spec.	1
	164-605	\$24.99	LENS, L/H flasher lamp, amber		1
	164-705	\$20.99	LENS, R/H flasher lamp, amber		1
63	170-700	\$0.69	BULB, stop/tail, dual filament		2
	170-941**	\$29.99	BULB, LED, stop/tail, red		2
64	170-800	\$0.89	BULB, original type, flasher, single filament		2
	170-956**	\$29.99	BULB, LED, flasher, red		2
	170-951**	\$29.99	BULB, LED, flasher, amber		2
65	552-080	\$6.99	CONTACT KIT, double contact		2
68	552-070	\$2.19	CONTACT KIT, single contact		2
69	159-410	\$2.69	PAD		2
70	159-420	NA	BASE, R/H		1
	159-430	NA	BASE, L/H		1
71	159-440	\$3.69	PAD		2
	323-588	\$6.99	SCREW SET		2
72	158-010	\$2.49	SCREW, stop/tail light lens		2
73	158-020	\$2.49	SCREW, long, flasher lens		2
74	158-030	\$2.99	SCREW, short, flasher lens		2
75	159-450	\$156.99	PLINTH, R/H		1
	159-460	\$156.99	PLINTH, L/H		1
76	281-678	\$56.99	PLINTH PAD SET		1

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MOSS

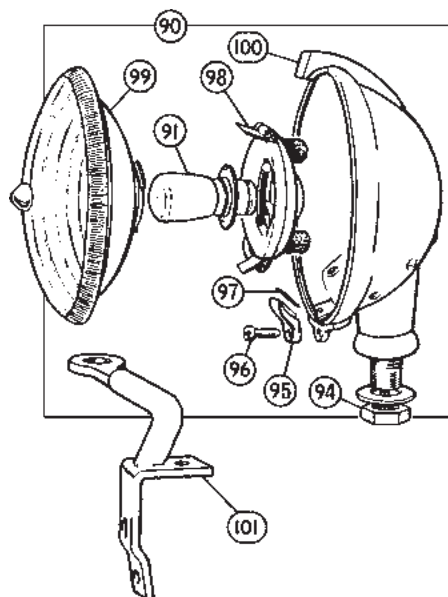
Lamps



License Plate Lamp

10263

No.	Part#	Price (Each)	Description	Application	Qty Req.
80	144-190	\$89.99	LICENSE PLATE LAMP, "England"		1
	144-200	\$32.99	LICENSE PLATE LAMP, Classic Gold brand		1
81	158-100	\$18.99	CHROME COVER		1
82	164-100	\$8.99	GLASS LENS		1
83	170-250	\$0.99	BULB, original type	2 used after 1600 (c)88844	1/2
	LLB989LEDNG**	\$8.99	BULB, LED, white, neg grd		1/2
	LLB989LEDPG	\$6.99	BULB, LED, white, pos grd		1/2
84	280-540	\$3.29	RUBBER SEAL		1
85	158-200	\$2.19	CHROME SCREW		1



Accessory Lamps

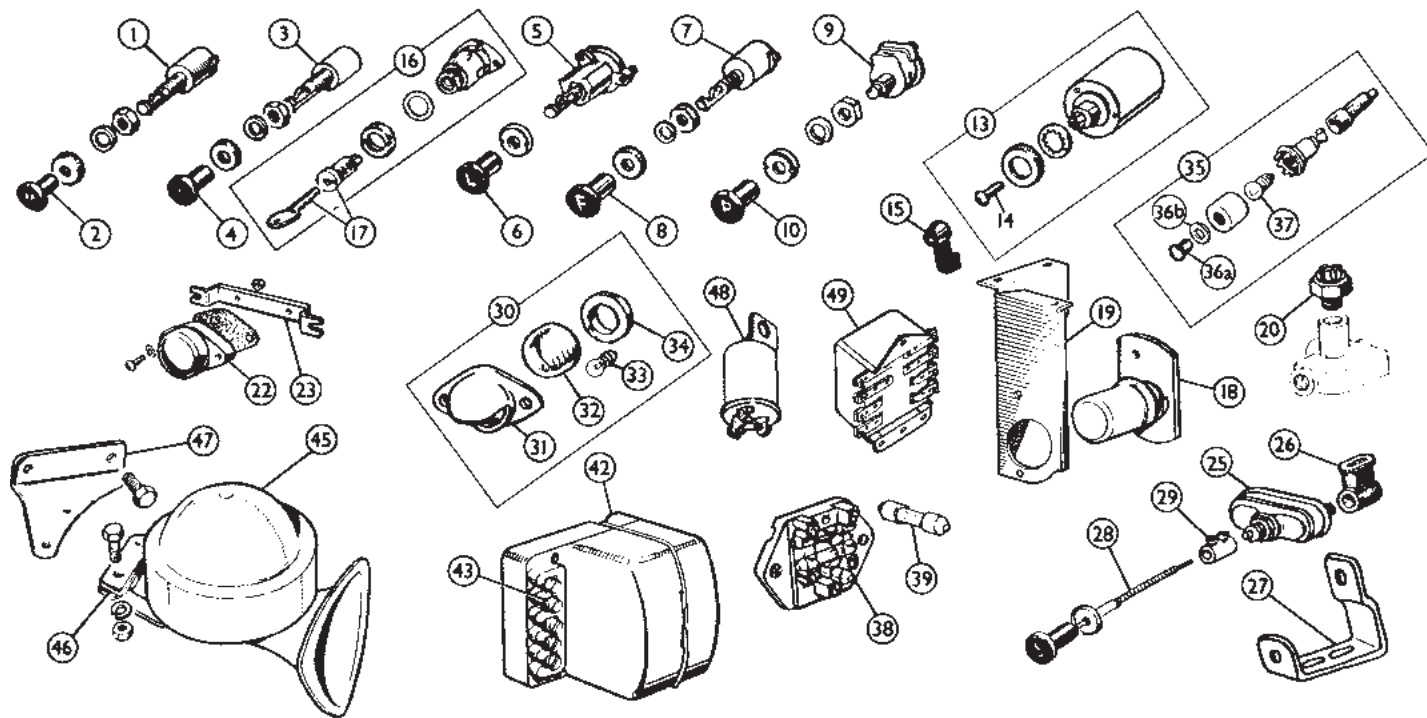
10264

No.	Part#	Price (Each)	Description	Application	Qty Req.
90	162-701	\$189.99	DRIVING LAMP ASSEMBLY, clear	factory option	A/R
	162-800	\$189.99	FOG LAMP ASSEMBLY, clear fluted		A/R
91	170-505	\$7.99	BULB for 162-700		A/R
	170-510	\$6.99	BULB for 162-800		A/R
94	146-300	\$6.49	NUT		A/R
95	157-137	\$3.49	RETAINER		A/R
96	158-000	\$2.99	SCREW		A/R
97	157-127	\$1.99	PAD, rubber		A/R
98	157-087	\$9.99	BULB HOLDER		A/R
99	157-200	\$64.99	LENS ASSEMBLY, clear	driving lamp	1
	157-100	\$59.99	LENS ASSEMBLY, fluted	fog lamp	1
100	157-117	NA	CREST, reproduction		A/R
101	407-720	\$89.99	BRACKET, acc. lamp, L/H	mount behind overrides	1
	407-730	\$89.99	BRACKET, acc. lamp, R/H (illus.)		1

Our Moss-made accessory lamps are outstanding reproductions of the Lucas '576' lamps fitted to many British sports cars of the '50s and '60s. First class quality in all respects, lamps are supplied complete with bulbs. The wiring for one of these lamps is already in your MGA harness. It is the red and yellow wire found behind the grille. If a fog and driving lamp is to be used together, a two position switch (a second MGA headlamp switch is ideal) can be used. Wire the fog lamp to the 'park' or first position and the driving lamp to the second. Mount the driving lamp on the left and the fog lamp on the right for best illumination.

**Note: For negative ground vehicles only. You will want to match LED bulb color with the color of the specific lamp lens to avoid color distortion. Use White for Clear, Amber for Amber, and Red for Red. In some applications there were multiple options, so the appropriate selection must be made based on your vehicle. If you are replacing turn signal bulbs with LEDs you will need to upgrade to an electronic flasher (part number 141-668).

Electrical



Electrical

10266

No.	Part#	Price (Each)	Description	Application	Qty Req.
	150-888	\$59.99	DASH KNOB SET		1
Includes all knobs marked * below, plus knobs for vent lever, starter and choke and heater cables.					
1	162-100	\$21.99	SWITCH, map light, replacement		1
2	150-800*	\$5.99	KNOB, map light		1
3	162-100†	\$21.99	SWITCH, wiper, replacement		1
4	150-840*	\$5.99	KNOB, wiper switch, with letter 'W'		1
5	140-500	\$39.99	HEADLIGHT SWITCH		1
6	150-830*	\$5.99	KNOB, headlight switch, with letter 'L'		1
7	162-100†	\$21.99	SWITCH, fog or driving lamp, replacement		1
† These switches are supplied with blank knobs.					
8	150-850*	\$5.99	KNOB, fog light switch, with letter 'F'		1
9	146-000	\$41.99	SWITCH, panel light		1
10	150-820*	\$5.99	KNOB, panel light switch, with letter 'P'		1
13	162-400	\$139.99	TURN SIGNAL SWITCH		1
14	323-295	\$1.89	SCREW for handle (for switch 162-400)		1
	323-296	\$1.99	SCREW for handle (original Lucas switches)		1
15	233-780*	\$7.99	HANDLE, original type, not included with switch		1
16	169-108	\$42.99	IGNITION SWITCH ASSEMBLY	(spade terminals)	1
17	163-500	\$11.99	LOCK & KEYS		1
18	140-900	\$44.99	SWITCH, headlight dimmer		1
19	140-905	\$36.99	BRACKET, dimmer switch	1500	1
20	141-700	\$10.99	SWITCH, stop light, hydraulic		1

Don't waste a lot of time chasing down electrical problems until you have first checked the battery connections. If there is no power at all, it is most likely to be the battery connections. The next most likely suspect is the starter switch and its connections.

22	145-600	\$27.99	HORN PUSH		1
23	233-770	\$12.99	BRACKET, horn bottom		1
25	145-800	\$26.99	STARTER SWITCH		1
26	161-900	\$3.99	BOOT, rubber		2
27	361-080	\$19.79	BRACKET, starter switch, welds to chassis		1
28	331-340	\$36.99	CABLE, starter		1
29	161-500	\$12.99	COUPLER, starter cable		1

Carburetor cleaner helps clean wiring to identify color coding, but do not allow a "hot" wire such as the horn lead to spark against the chassis while using it. The resultant spark may set the wiring harness on fire. Dampen a rag with cleaner and use it to clean the wires.

30	144-100	\$19.99	MAP LIGHT ASSEMBLY		1
(bulb socket is not included - it is part of wiring harness)					
31	158-510	\$14.99	COVER		1
32	158-500	\$6.89	GLASS		1
33	171-000	\$0.79	BULB (not included in assembly)		1
34	158-520	\$2.69	SEALING RING		1
35	142-400	\$46.99	LAMP, turn indicator		1
36a	151-500	\$4.99	JEWEL, green		1
36b	324-745	\$1.49	WASHER		1
37	171-000	\$0.79	BULB		1
38	162-500	\$12.99	FUSE BOX		A/R

No.	Part#	Price (Each)	Description	Application	Qty Req.
39	146-700	\$0.69	FUSE, 35 amp		A/R
	146-800	\$0.59	FUSE, 50 amp		A/R
42	142-003	\$86.99	VOLTAGE REGULATOR	screw connectors	1
(cleaned, tested & adjusted)					
	542-103	\$92.99	VOLTAGE REGULATOR	Lucar connectors	1
(cleaned, tested & adjusted)					
43	142-005	\$1.19	SCREW		5
45	165-708	\$169.99	HORN SET, (1 high, 1 low) repro. of Lucas Windtone horns		1
	165-700	\$84.99	HORN, L/H high note (reproduction, optional)		1
	165-800	\$84.99	HORN, R/H low note (reproduction, standard)		1
46	160-200	\$24.99	BRACKET, horn mounting, included with horns		A/R
47	405-800	\$54.99	HORN BRKT., L/H, on chassis	optional	1
	405-900	\$54.99	HORN BRKT., R/H, on chassis (illus.) standard		1
48	141-750	\$9.59	FLASHER UNIT		1
49	141-400	\$69.99	RELAY, turn signals (upgraded repro.)	1500	1

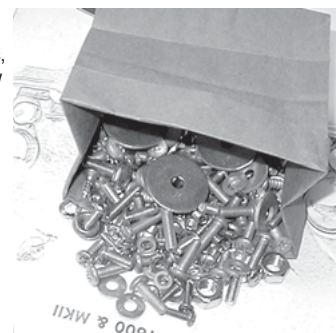
If there is trouble with the rear lamps on your MGA, check the harness ground at the right rear of the frame, near the rear spring shackle. Clean up this ground as well as the connector bundle. The wiring is exposed to the elements at this point and it is common to find the ground wire broken off. Trouble in the license lamp is usually corrosion at the bulb holder. Check the wires as they pass through the body and inspect the connector inside the lamp.

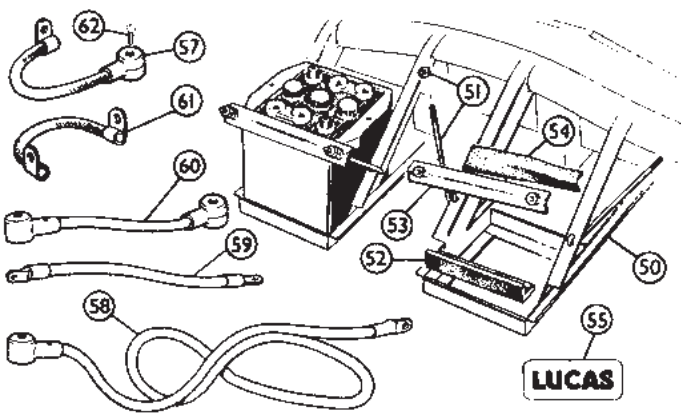
To polarize a generator - A quick and easy way to do this is to hold one end of a wire firmly on the "A" terminal of the voltage regulator, and brush the other end on the "F" terminal of the voltage regulator. Do not hook this up, just a brief touch to make a small spark will do. In using this method, no wires have to be disconnected from the generator.

Hardware Kit, Electrical

This fastener kit is made to service body fittings, brackets, electrical pieces, etc. Includes virtually all of the Phillips head machine/sheet metal screws required to fasten electrical equipment, small brackets, cable clamps, etc. Nuts, flat washers and lock washers are also included.

321-968 \$64.99

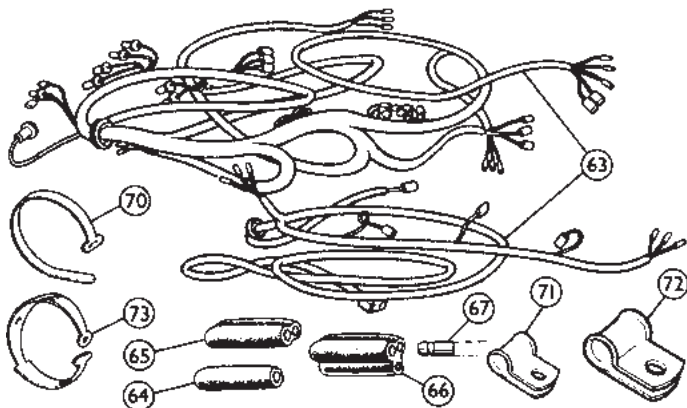




Battery

10267

No.	Part#	Price (Each)	Description	Application	Qty Req.
50	473-200	\$64.99	BATTERY BRKT. ASSEMBLY, R/H	} weld to frame	1
	473-210	\$64.99	BATTERY BRKT. ASSEMBLY, L/H		1
51	473-188	\$11.99	BOLT SET		1
52	473-198	\$8.99	PAD SET		1
53	473-180	\$6.59	BRACKET, battery hold-down		2
54	473-110	\$0.69	PAD, bracket		2
55	215-610	\$17.99	LUCAS BATTERY DECAL (modern logo)		1
57	736-080	NA	CABLE, battery to frame	original type	1
	332-010	NA	CABLE, battery to frame	replacement	1
58	332-025	NA	CABLE, battery to starter switch	original type	1
	332-080	\$69.99	CABLE, battery to starter switch	replacement	1
59	332-065	\$21.99	CABLE, starter switch to starter	replacement	1
60	332-035	NA	CABLE, between batteries	original type	1
	332-036	\$53.89	CABLE, between batteries	replacement	1
61	332-070	\$34.99	CABLE, engine to frame		1
62	332-205	\$0.49	SCREW, original "helmet head" cables		A/R



New harnesses may have some non-original dash lamp sockets. These use wedge-base bulbs below.

170-150	\$0.89	BULB, wedge base, 3 watt	new wiring harnesses	A/R
170-030	\$0.79	BULB, wedge base, 5 watt	new wiring harnesses	A/R

Wiring Harnesses

10268

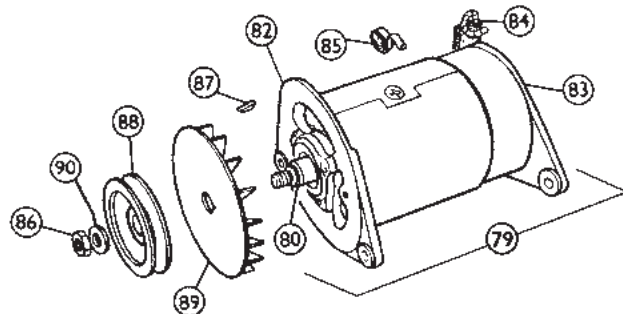
No.	Part#	Price (Each)	Description	Application	Qty Req.
63	357-500	\$659.99	WIRING HARNESS, fabric bound, lacquer braid	} 1500	1
	356-170	\$539.99	WIRING HARNESS, fabric bound, PVC		1
	356-180	\$539.99	WIRING HARNESS, fabric bound, PVC		1
64	162-000	\$0.79	WIRE CONNECTOR, single		A/R
65	161-600	\$0.99	WIRE CONNECTOR, double		A/R
66	161-720	\$13.99	WIRE CONNECTOR, 3-way, 3 separate connections in one		A/R
	161-730	\$17.99	WIRE CONNECTOR, 6-way, 6 common connections in one		A/R
67	162-200	\$0.49	WIRE TIP, for wire end	soldered type	A/R
	157-107	\$0.29	WIRE TIP, lamp ground connection	solderless	A/R
70	161-800	\$4.99	STRAP, tail lamp cable		2
71	470-820	\$2.99	CLIP, battery cable & harness		6
72	470-830	\$1.09	CLIP, tail lamp harness		2
73	161-845	\$4.29	RUBBER STRAP		1

Wiring harnesses include the main harness and three sub-harnesses (some exceptions). These are color coded as original so that your workshop manual wiring diagram can be referred to should any problems arise. Headlamp pigtails #171-400 are not included.

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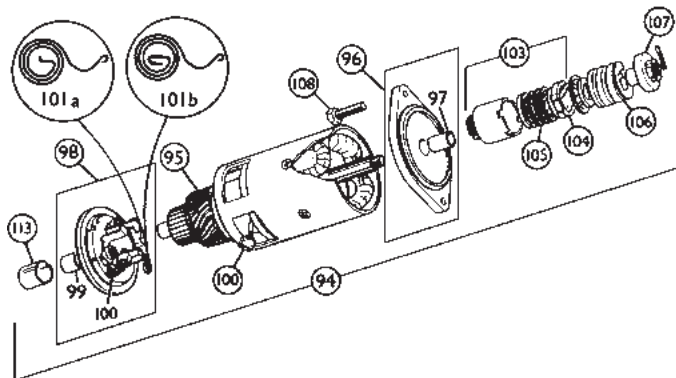
Starter & Generator



Generator


10269

No.	Part#	Price (Each)	Description	Application	Qty Req.
79	140-200	\$149.99	GENERATOR, new replacement (no internal parts are available for 140-200)		1
	540-200	\$499.99	GENERATOR, Lucas rebuilt		1
	NA		CORE CHARGE for Lucas 540-200 only		
80	162-900	\$99.99	ARMATURE	all	1
	560-070	NA	FIELD COIL SET	all except #22258	1
82	147-300	NA	PLATE, drive end	#22258 only	1
	125-100	\$15.99	BALL BEARING, drive end	all	1
83	147-400	NA	PLATE, commutator end	#22258 only	1
	147-600	\$8.49	BUSHING, commutator plate		1
84	147-200	\$2.39	BRUSH SET orig. generators marked #22258		1
	147-250	\$2.39	BRUSH SET { orig. generators marked #22700, #22704 and replacement generator #22715		1
85	147-700	NA	SPRING SET, brush	(all)	1
86	310-310	\$0.59	NUT, securing pulley		1
87	327-030	\$0.39	WOODRUFF KEY		1
88	473-130	NA	PULLEY, stock type		1
	473-131	\$129.99	PULLEY, aluminum replacement		1
89	433-670	\$12.99	FAN	#22258	1
	433-710	NA	FAN (may use 433-670 above)	#22700, #22704, #22715	1
90	324-050	\$0.20	LOCKWASHER		1



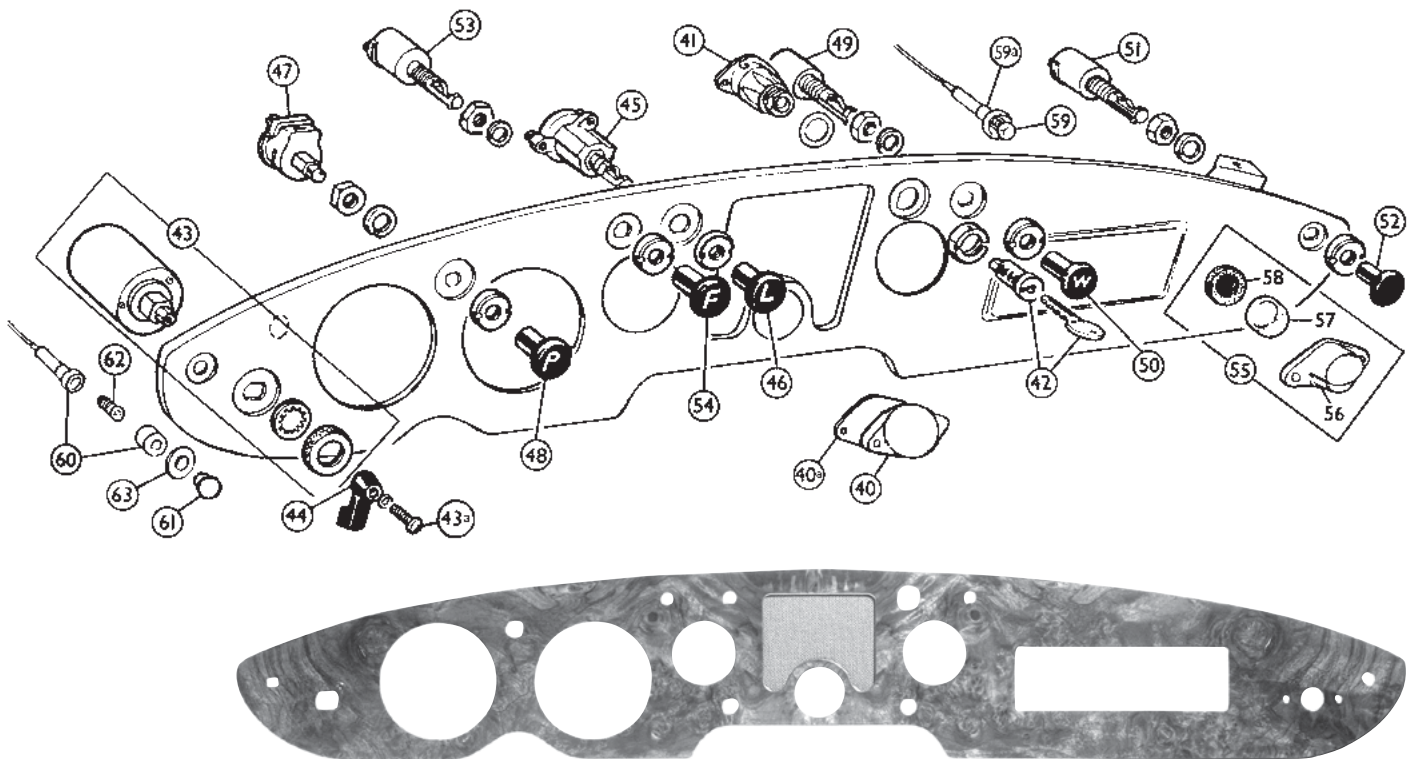
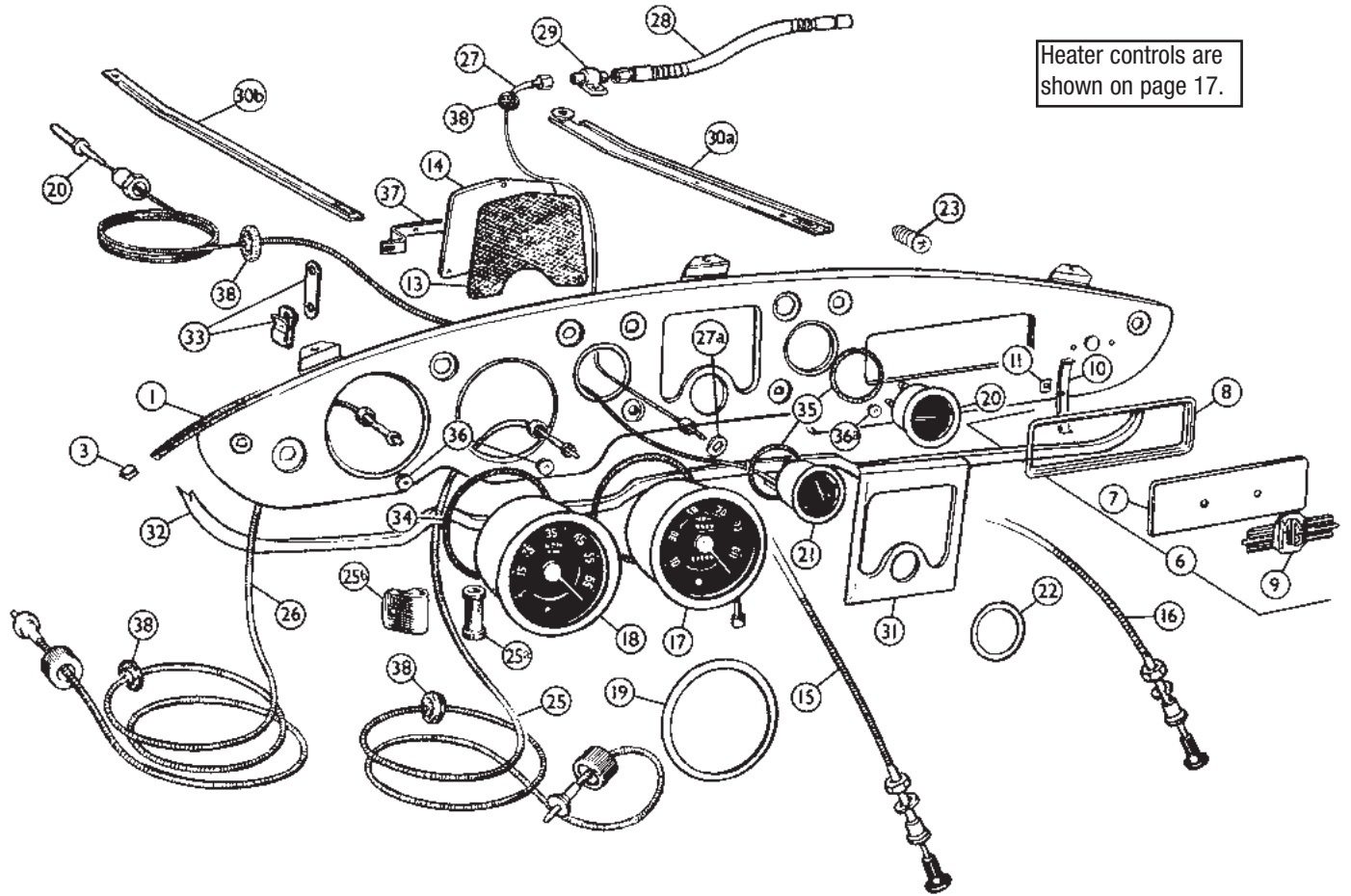
Starter

10270

	541-545	\$299.99	STARTER, Hi-Torque	 MORE INFO ONLINE		1
	140-364	\$319.99	STARTER, gear reduction			1
94	140-400	\$129.99	STARTER, new (reproduction)			1
	541-540	\$199.99	STARTER, rebuilt, exchange			1
		\$300.00	CORE CHARGE FOR 541-540 STARTER			
95		NA	ARMATURE			1
96	148-300	NA	PLATE, drive end			1
97	148-600	\$4.79	BUSHING, drive end			1
98	163-300	NA	PLATE, commutator end			1
99	148-500	\$1.29	BUSHING, commutator end			1
100	149-000	\$6.99	BRUSH SET, rectangular	(original type)		1
	149-010	\$8.79	BRUSH SET, triangular	(some rebuilt starters)		1
101a	149-100	NA	SPRING SET, brush	} as fitted - note inner loops of springs		1
101b	149-110	NA	SPRING SET, brush			1
103	148-800	\$42.99	PINION ASSEMBLY (inner sleeve not included)			1
104	148-900	NA	SLEEVE & NUT			1
105	148-700	NA	SPRING			1
		NA	CIRCLIP			1
106	148-200	\$9.59	SPRING, main			1
107	150-500	\$29.99	NUT			1
	150-170	NA	SUNDRIES KIT, starter			1
108	322-620	\$0.69	BOLT, starter to engine	1500 to (c)117330		2
	322-455	\$3.99	BOLT, starter to engine	1500 from (c)117331		2
113	149-800	NA	CAP, shaft end			1

Prices subject to change. See MossMotors.com for current pricing.

Dash



Burl Wood Dashboards

Dress up your dashboard with one of these beautifully handcrafted, highly figured walnut burl veneer dashboards. Supplied with a durable hand rubbed synthetic finish. These replace the original dashboard completely. Installation is reversible, should you become a born-again purist. Complete with speaker screen. Fits roadsters only.

233-610

NA

Dashboard

10271

No.	Part#	Price (Each)	Description	Application	Qty Req.
1	249-544	\$11.99	DASH PIPING, black	4 foot length	1
	249-554	\$11.99	DASH PIPING, red		1
	249-574	\$11.99	DASH PIPING, tan		1
	249-604	\$11.99	DASH PIPING, white		1
	249-535	\$3.99	DASH PIPING, grey	sold per foot	4
3	472-028	\$2.69	CLIP SET, piping to dash		1
6	472-078	\$37.99	RADIO BLANKING PLATE SET		1
7	472-030	\$5.89	PLATE, blanking		1
8	472-040	\$14.49	BEZEL, blanking plate		1
9	472-050	\$16.99	BADGE, on plate		1
10	472-060	\$1.39	CLIP, plate retaining		2
11	326-520	\$0.29	SPEED NUT		2
13	233-750	\$18.99	SCREEN, speaker		1
14	233-760	\$9.99	PLATE, blanking		1
15	331-340	\$36.99	STARTER CABLE, with knob, letter 'S'		1
16	331-350	\$36.99	CHOKE CABLE, with knob, letter 'C'		1
	150-860*	\$5.99	KNOB, choke cable, 'C'		1
	150-870*	\$5.99	KNOB, starter cable, 'S'		1

* orig. knobs were moulded to cables use epoxy to mount new knobs

To cut a wound control cable such as the starter, choke or heater cable, pull the control knob out of the outer sheath. The distance between the knob and the mounting bezel should be equal to the amount of cable needed to reach and operate the control. Hold the cable assembly against an anvil (on your bench vise) and cut with a sharp chisel. Cut with one blow, as repeated blows will spread the inner wire. A large, very sharp side cutter can also be used. It is a good idea to leave a little extra inner cable so the end, which soon frays, may be trimmed from time to time. You can also lightly solder the end to prevent fraying.

17	360-380	NA	SPEEDOMETER, rebuilt, exchange	See note below	1
18	360-350	NA	TACHOMETER, rebuilt, exchange		1
	361-005	\$7.79	GLASS LENS, tach & speedo		2
19	360-085	\$32.99	BEZEL, chromed, tach & speedo		2
20	360-320	\$349.99	OIL/WATER GAUGE, new, orig. type (Jaeger)		1
	361-761	\$279.99	OIL/WATER GAUGE, new, replacement (Smiths)		1
21	360-290	NA	FUEL GAUGE, rebuilt, exchange	See note below	1
	361-045	\$11.79	GLASS LENS, oil & fuel gauges		2
22	360-075	\$16.99	BEZEL, chromed, oil & fuel gauges		2

Note: Most gauges have become impossible for us to obtain. If you need your old gauge rebuilt, inquire to either of the following for rebuilding services:

West Valley Instruments (818) 758-9500 MO-MA (505) 766-6661
19314 Van Owen 1321 2nd St. NW
Reseda, CA 91335 Albuquerque, NM 87102

23	171-000	\$0.79	INSTRUMENT BULB		4
25	331-110	\$22.99	CABLE, speedometer	LHD only	1
	331-115	NA	CABLE, speedometer	RHD only	1
25a	182-425	\$5.99	GROMMET, speedo cable		1
25b	162-290	\$1.39	CLIP for grommet		1
26	331-120	\$22.99	CABLE, tachometer	LHD only	1
	021-388	\$25.99	CABLE, tachometer	RHD only	1
27	435-548	\$49.99	TUBE, oil gauge to fitting		1
27a	435-516	\$0.39	WASHER, leather, oil tube		1
28	376-060	\$21.99	OIL LINE, flexible		1
29	435-530	\$13.99	FITTING, tube to flex line		1
30a	233-740	\$39.99	DASH SUPPORT, R/H		2
30b	233-745	\$39.99	DASH SUPPORT, L/H		2
31	233-775	\$48.99	BEZEL, speaker coupes & twin cam, 1600 MKII rdstr.		1
32	233-710	\$132.99	TRIM, dash bottom (LHD)	1600 MKII & twin cam rdstr.	1
	233-715	NA	TRIM, dash bottom (RHD)		1
	233-720	\$194.99	TRIM, dash bottom (LHD)	all coupes	1
	233-725	NA	TRIM, dash bottom (RHD)		1
33	281-920	\$13.49	CLIP SET, temp. sender tube		1
34	280-890	\$1.69	RING, rubber, large (4")		2
35	280-870	\$0.69	RING, rubber, small (2")		2
36	361-035	\$2.99	KNURLED NUT, speedo & tach		4
36a	360-370	\$2.79	KNURLED NUT, small gauges		2
37	233-770	\$12.99	BRACKET, horn button		1
38	281-808	\$59.99	GROMMET SET, firewall	(41 pcs.)	1
	281-890	\$5.59	GROMMET, oil line, orig. type		1
	281-891	NA	GROMMET, oil line, replacement		1
	281-900	\$2.19	GROMMET, speedo & tach cables		2
	680-630	\$1.19	GROMMET, temp. gauge capillary		1
40	145-600	\$27.99	HORN BUTTON		1
40a	233-785	NA	GASKET, horn button		1
41	169-108	\$42.99	IGNITION SWITCH ASSEMBLY, w/ lock & keys		1
42	163-500	\$11.99	LOCK & 2 KEYS		1

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MOSS

Dash

No.	Part#	Price (Each)	Description	Application	Qty Req.
43	162-400	\$139.99	TURN SIGNAL SWITCH		1
43a	323-295	\$1.89	SCREW for handle (for switch 162-400)		1
	323-296	\$1.99	SCREW for handle (original Lucas switches)		1
44	233-780	\$7.99	HANDLE, original type, black		1
45	140-500	\$39.99	HEADLIGHT SWITCH		1
46	150-830	\$5.99	KNOB, headlight switch, with letter 'L'		1
47	146-000	\$41.99	SWITCH, panel light		1

When MGAs were set up for left hand drive, the instrument positions were not changed accordingly. It is a good idea to change the fuel gauge and combination gauge position, as the ignition key switch is located above this important gauge. Your key ring and keys will block your view of the gauge and you may be distracted by having to move things out of the way in order to see what is going on with your engine. Some owners have found it desirable to change tach and speedometer positions also. Remember, when working with the dash wiring for any reason, it is a good idea to disconnect the battery.

Failure of the green flasher pilot lamp to light when the indicator is flashing is most often a bad ground at the bulb fitting behind the dash. Reach behind the dash and give the bulb holder a turn or two against the dash to tighten and clean the ground.

48	150-820	\$5.99	KNOB, panel light switch, with letter 'P'		1
49	162-100	\$21.99	SWITCH, wiper, with plain unlettered knob		1
50	150-840	\$5.99	KNOB, wiper switch, with letter 'W'		1
51	162-100	\$21.99	SWITCH, map light, with correct knob		1
52	150-800	\$5.99	KNOB, map light		1
53	162-100	\$21.99	SWITCH, fog or driving lamp, w/ plain unlettered knob		1
54	150-850	\$5.99	KNOB, fog light switch, with letter 'F'		1

Order our dash knob set, part #150-888, and save over individual prices. Set includes all 8 knobs indicated 1 on this page, plus 3 knobs for heater control.

	150-888	\$59.99	DASH KNOB SET		1
55	144-100	\$19.99	MAP LIGHT ASSEMBLY		1
56	158-510	\$14.99	COVER		1
57	158-500	\$6.89	GLASS		1
58	158-520	\$2.69	SEALING RING		1
59	171-000	\$0.79	BULB - not included in assembly		2
59a	161-915	\$6.49	BULB HOLDER, map light (not part of light assembly)		1
60	142-400	\$46.99	LAMP, turn indicator		1
61	151-500	\$4.99	JEWEL, green		1
62	171-000	\$0.79	BULB		1
63	324-745	\$1.49	WASHER, behind jewel		1

Electrical Trouble-Shooting

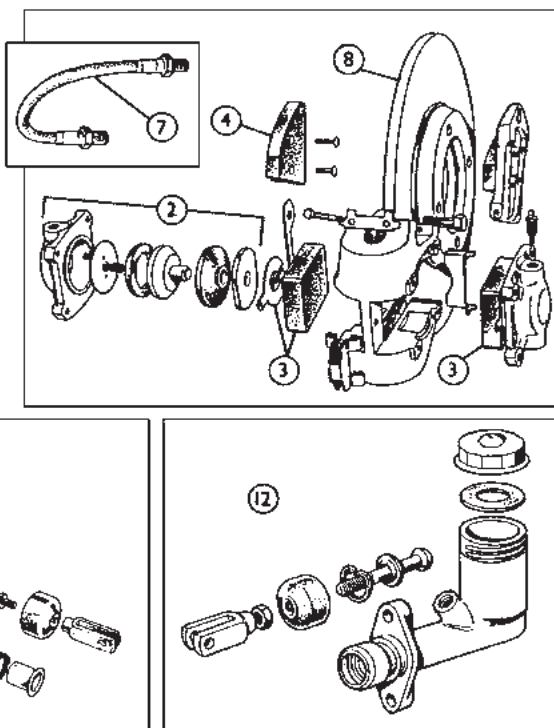
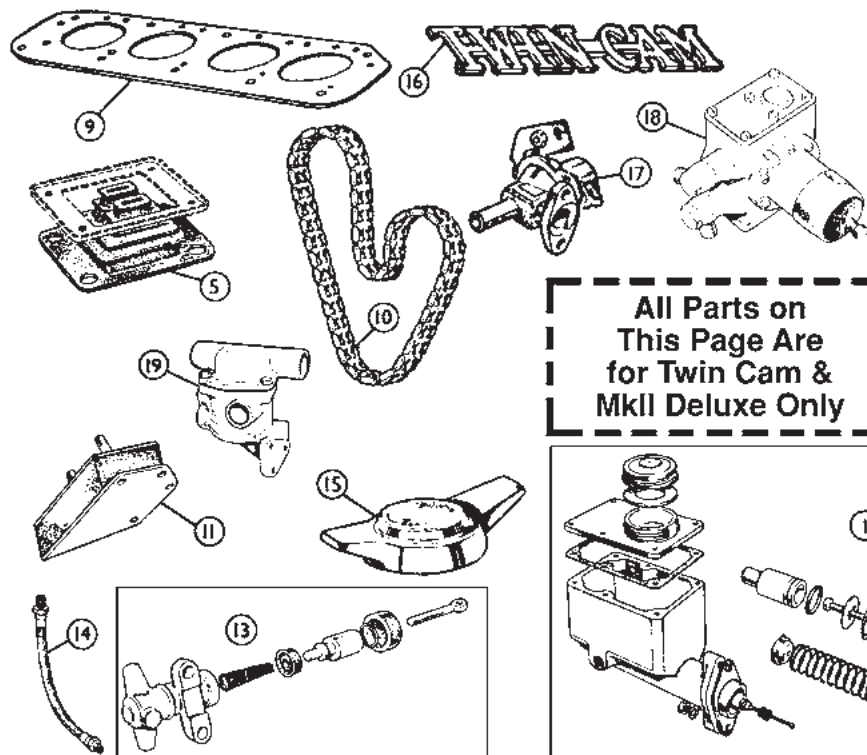
Listed below is a guide for trouble-shooting electrical problems on your MGA and making sense out of standard Lucas wiring harness color coding. Sorting out electrical problems requires a step-by-step, methodical approach. Identify the problem, examine the wiring diagram, and trace the circuit connection to connection (usually from the hot side), until the problem is found.

As a rule: Wires do not fail. The bullet connectors may corrode at the ends of the wires (rarely), or the connections may be loose (common!), but the wires are usually OK. Another rule: Wires begin and end outside of the loom. There is no reason to cut through the harness binding.

Warning: Approaching an electrical problem without a test light and wiring diagram is a certain route to insanity.

Brown	Battery Circuit. Feeds light and ignition switches from control box terminal A1. Feeds horns from control box terminal A to A1 fuse box terminal. Always hot. Accessories are sometimes installed at fuse box terminal A1, but should always be fused separately.
Yellow	Generator Circuit. Generator terminal D (armature) to control box terminal D and ignition warning light. Hot with ignition on.
White	Ignition Circuit. All essential requirements when ignition is switched on but are not fused. Hot with ignition on.
Green	Auxiliary Circuits. Fed through the ignition switch and fused. Hot with ignition on.
Blue	Headlamp Circuit. Fed from terminal on light switch. Unfused.
Red	Side and Tail Lamp Circuits. Fed from terminal S1 or T on light switch. Includes fog lamps and panel lamps.
Black	Earth or Ground Circuits. Components not internally grounded are grounded to the chassis. Not fused.

Twin Cam & MKII DeLuxe



Twin Cam & MKII DeLuxe

10272

No. Part#	Price (Each)	Description	Application	Qty Req.
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The Twin Cam MGA was a significant development for MG and has little in common with the push-rod 'B' series engines. The Twin Cam, or "Twinkie", was in production from September 1958 until June of 1960. A total of 2111 were produced and numbered separately from the regular production.

The 1600 MKII DeLuxe was numbered in the regular series and no reliable figures are available regarding total production. Some sources claim as many as 500 of these cars existed, but recent research shows somewhat less than that. This rarest and most desirable of all MGAs represented the MGA at its highest peak.

The parts listed on this page fit only the Twin Cam and MKII DeLuxe models, with the exception of the engine parts, which fit the Twin Cam only. Most body, frame, electrical, interior, and suspension parts for these models are the same as standard MGAs.

1	180-770	\$259.99	MASTER CYLINDER, brake (replacement)	1
	180-780	\$14.79	REPAIR KIT for original Dunlop cylinder	1

Original Dunlop master cylinders are no longer available. The replacement incorporates a round white nylon reservoir. If appearance is important, we suggest you rebuild your original cylinder.

2	8777	\$178.49	PISTON & CYLINDER, front calipers	2 per caliper	4
	181-600	\$29.99	REPAIR KIT, front calipers, does both calipers		1
2	8816	\$179.99	PISTON & CYLINDER, rear calipers	2 per caliper	4
	181-610	\$39.99	REPAIR KIT, rear calipers, does both calipers		1
3	182-220	\$59.99	PAD SET, front & rear	1 set for 2 calipers	2
4	182-230	\$159.99	PAD SET, hand brake	1 set for 2 calipers	1
5	280-715	\$28.99	EXCLUDER, fume & dust, brake & clutch pedals		1
7	181-560	\$26.99	BRAKE HOSE, front		2
	180-830	NA	BRAKE HOSE, rear		1
	180-831	\$17.99	BRAKE HOSE, rear, aftermarket		1
	183-178	\$299.99	BRAKE PIPE SET, LHD		1
8	182-160	\$44.99	BRAKE ROTOR, front		2
	182-165	NA	BRAKE ROTOR, rear, repro.		2
	182-167	\$42.99	BRAKE ROTOR, rear, aftermarket		2
	331-180	\$44.99	CABLE, hand brake		1
	296-460	\$132.99	HEAD GASKET SET		1
9	296-395	\$77.99	HEAD GASKET		1
	296-465	\$104.99	CONVERSION GASKET SET		1
	296-330	\$3.39	OIL PAN GASKET		1
10	474-010	\$42.99	TIMING CHAIN		1
	423-100	\$50.00	VALVE SPRING SET		1
	425-550	\$10.39	THRUST WASHER SET, standard		1
	425-600	\$13.79	THRUST WASHER SET, 0.005"		1
	425-000	\$20.79	BEARING SET, idler shaft in block		1
	474-040	\$6.49	FAN BELT		1
	331-095	NA	ACCELERATOR CABLE		1

Twin Cam only

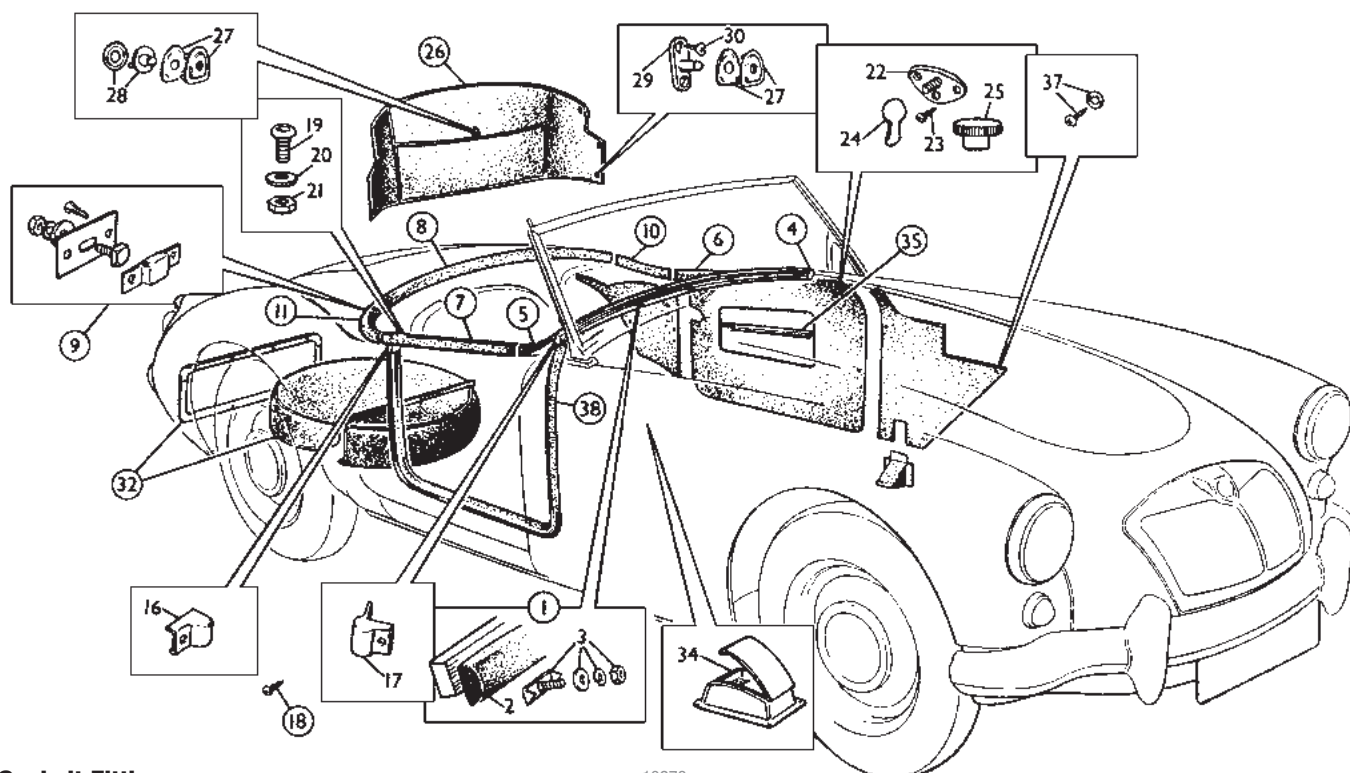
No.	Part#	Price (Each)	Description	Application	Qty Req.
11	413-020	\$7.49	ENGINE MOUNT, L/H	Twin Cam & MKII DeLuxe	1
	413-030	NA	ENGINE MOUNT, R/H		1
12	513-323	\$34.99	MASTER CYLINDER, clutch	(w/plastic cap)	1
	180-990	\$9.29	REPAIR KIT, clutch master cylinder	(orig. cylinders only)	1
13		NA	CLUTCH SLAVE CYLINDER		1
	513-127	\$5.69	REPAIR KIT, slave cylinder		1
14	584-100	\$27.99	HOSE, clutch slave cylinder		1
	584-101	\$12.59	HOSE, clutch slave cylinder, aftermarket		1
15	200-200	\$104.99	WHEEL NUT, 'knock-off', R/H		2
	200-205	\$104.99	WHEEL NUT, 'knock-off', L/H		2
16	408-425	\$34.99	'TWIN CAM' MOTIF		3
17	360-435	\$44.99	HEATER VALVE		1
	AEH466	\$149.99	IMPELLOR, water pump	Twin Cam only	1
18	377-085	\$699.99	FUEL PUMP, square body		1
	474-020	\$36.99	RADIATOR HOSE, top		1
	474-030	\$29.99	RADIATOR HOSE, bottom		1
19	434-192	\$614.99	THERMOSTAT HOUSING		1
	452-100*	\$549.99	STAINLESS STEEL EXHAUST SYSTEM		1
	452-101	\$189.99	DOWNPIPE, stainless steel		1

*Uses stock exhaust manifold. Does not include clamps and hangers.

Note : Twin Cam carburetors are on pages 24-25.

Dunlop four wheel disc brake systems fitted to the Twin Cam and MKII DeLuxe chassis are entirely different from the Lockheed disc/drum combinations fitted to the standard MGAs. The hand brake is independent of the hydraulic system. Two friction pad carriers are fitted to the top of the rear calipers. Adjustment must be carried out at the hand brake caliper units, not the cable relay lever. Release the hand brake. Slacken the brass adjuster nut on the relay lever so that the cable hangs loosely. Tighten each adjuster bolt until the pads just touch the rotor. Take up any slack at the relay lever, making sure that there is no pre-load in the cable. Unscrew each adjuster bolt about one third of a turn. Make sure that the rotors rotate freely.

Overheating is deadly to Twin Cams. Correct timing and mixture strength are vital to twin cam operation. Pay strict attention to the timing specifications. Do not let the engine 'ping', a pre-ignition condition fatal to Twin Cam engines. Use the highest octane fuel you can obtain and make sure that your mixture settings are not too lean. The timing chains, gears, and distributor breaker plate must be in perfect condition. Since many Twin Cam parts are not available, proper maintenance is essential.



Cockpit Fittings

10273

No.	Part#	Price (Each)	Description	Application	Qty Req.
	321-810	\$63.99	HARDWARE KIT for all cockpit rails		1
1	453-718	\$154.99	FRONT RAIL, bare, w/ rubber, hardware & end caps	Roadster	1
2	282-860	\$59.99	RUBBER STRIP		1
3	470-565	\$5.99	'T' BOLT, with washers & nut		6
4	472-170	\$29.99	DOOR CORNER RAIL, L/H, aluminum		1
5	472-180	\$29.99	DOOR CORNER RAIL, R/H, aluminum		1
6	453-255	\$109.99	DOOR TOP RAIL, L/H, wood		1
7	453-260	\$109.99	DOOR TOP RAIL, R/H, wood		1
8	453-265	\$54.99	REAR COCKPIT RAIL, wood		1
9	321-828	\$49.99	HARDWARE SET, rear rail		1
9	321-808	\$11.79	HARDWARE SET, door rails, does not include #20		2
10	472-460	\$29.99	REAR CORNER RAIL, L/H, aluminum		1
11	472-470	\$29.99	REAR CORNER RAIL, R/H, aluminum		1
11	472-128	\$39.99	DOOR SEAL FINISHER SET, chrome		1
16	472-130*	\$10.99	FINISHER, R/H, rear		1
	472-140*	\$10.99	FINISHER, L/H, rear		1
17	472-150	\$10.99	FINISHER, R/H, front		1
	472-160	\$10.99	FINISHER, L/H, front		1
18	323-635	\$0.34	SCREW (for finishers)		8

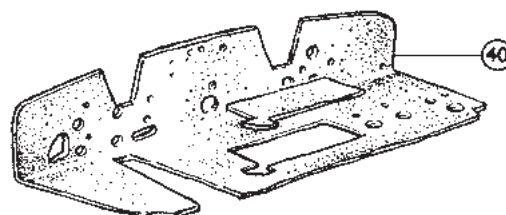
* The rear door seal finishers supplied are the type used prior to car number 101292 (i.e. all but the last 7800 cars). Although the late finishers are not available, the early ones may be easily modified to match them.

19	470-570	\$5.99	SOCKET, side curtain		2
20	324-425	\$2.39	WASHER		2
21	310-390	\$0.49	NUT, for socket		2
22	405-300	\$16.99	PLATE, side curtain		2
23	323-115	\$0.39	SCREW		6
24	405-100	\$12.99	NUT, side curtain	1500	2
25	405-150	\$11.99	NUT, side curtain	1600 & MKII	2
26	NA		SIDE CURTAIN STOWAGE BAGS	see page 67	1
27	226-308	\$1.99	FASTENER, 'Lift the Dot'		7
28	226-328	\$2.69	STUD & WASHER		1
29	226-630	\$4.69	STUD, flanged		4/6
30	323-460	\$0.29	SCREW		8/12
32	NA		SPARE TIRE COVER	see carpet listings on page 68	
34	241-000	\$82.99	ASHTRAY, factory option (replacement)		1
	323-360	\$0.69	SCREW, ashtray mounting (orig. ashtrays used 4)		2
35	451-095	\$15.99	STIFFENER, door panel		2

These stiffener bars should be painted to match door panels. They're often missing, but are necessary to properly support the door panels.

No.	Part#	Price (Each)	Description	Application	Qty Req.
	321-958	\$29.99	HARDWARE KIT		1
			132 pieces. This kit includes all interior chrome Phillips head screws required for panels, end caps, fixing plates, etc.		
37	323-948	\$19.99	SCREW SET, door & trim panels, included in panel kit		1
38	249-808	\$56.99	DOOR SEAL, black	sold per yard (orig. type)	A/R
	249-818	\$49.99	DOOR SEAL, red		A/R
	249-848	NA	DOOR SEAL, grey		A/R
	249-838	NA	DOOR SEAL, blue		A/R
	280-007	\$29.99	NEOPRENE SEAL		A/R
	249-795	\$0.59	CLIP		A/R
	249-607	\$12.99	DOOR SEAL, black velour/rubber	sold per yard (repl. type)	A/R
	249-637	NA	DOOR SEAL, red velour/rubber		A/R
	249-667	NA	DOOR SEAL, tan velour/rubber		A/R
	259-907	\$6.49	DOOR SEAL, black plastic/rubber	sold per foot	A/R

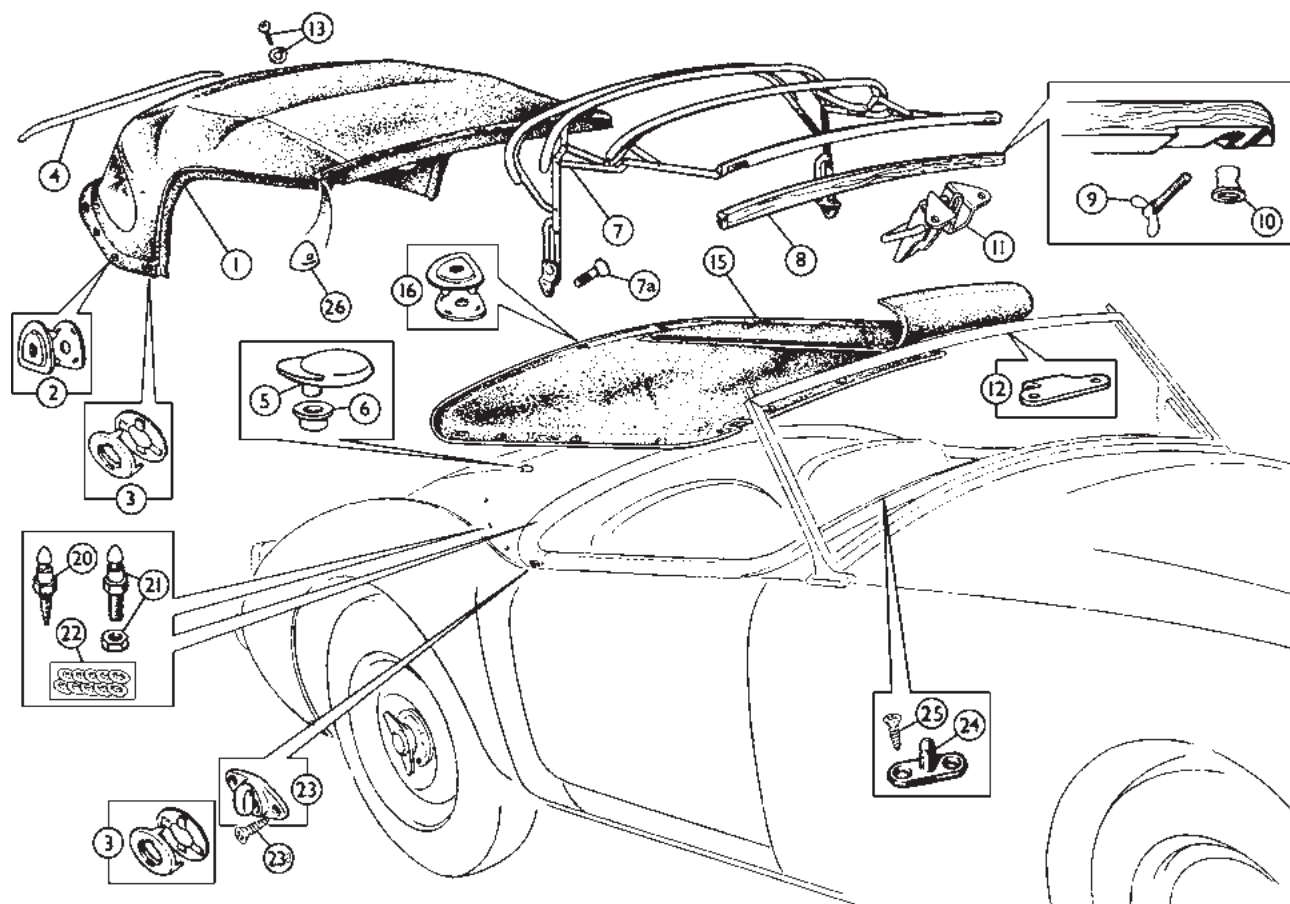
Roadsters require 4 yards (12 feet) per car. Coupes require 7 yards (21 feet) per car.



40	241-980	\$149.99	UNDER DASH PAD SET	coupe, LHD	1
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Note: This reproduction of the original coupe sound-deadening pads fits roadsters as well. Not only does it reduce cockpit engine noise, but it helps insulate against excess heat in the footwells. Makes motoring in your MGA much more comfortable. Originally fitted to some early coupes. (These are easily fitted during a full restoration, but are time consuming to install on a fully assembled car.)

Top & Tonneau Hardware



Top & Tonneau Hardware

10274

No.	Part#	Price (Each)	Description	Application	Qty Req.
1			TOPS are listed in detail on facing page.		
2	226-308	\$1.99	FASTENER, 'Lift the Dot'	included with tops	6
3	227-408	\$1.29	EYELET, top		2
4	244-200	\$28.99	RETAINER, rear of top		1
5	470-747	\$6.99	RETAINER, top to body		2
6	470-757	\$2.99	CUP WASHER		2
7	406-890	\$569.99	TOP FRAME		1
	220-520	\$29.99	PAINT, top frame, spray can	correct tan color	1
	323-260	\$0.79	SCREW, top frame to body		6
8	453-251	\$139.99	HEADER RAIL, white ash	1500	1
	453-250	\$69.99	HEADER RAIL, wood	1600	1
9	406-200	\$14.99	WING BOLT		2
10	406-920	\$6.49	SOCKET, header rail		2
11	453-225	\$19.99	LATCH, header rail	1600 & MKII	1
12	240-520	\$7.99	CATCH, windshield center		1
13	323-950	\$1.09	SCREW & WASHER SET, top to frame (two screws and 2 cup washers)		1

No.	Part#	Price (Each)	Description	Application	Qty Req.
15			TONNEAU COVERS are listed in detail on facing page.		
16	226-308	\$1.99	FASTENER, 'Lift the Dot'	(included with covers)	A/R
20	226-408	\$2.99	STUD, wood screw		A/R
21	226-708	\$2.79	STUD & NUT, machine screw		A/R
22	315-168	\$2.99	WASHER SET, clear nylon under studs	(set of 10)	A/R
23	227-500	\$1.99	TURNBUTTON		2
	323-460	\$0.29	SCREW for #23		4
24	226-630	\$4.69	STUD, flanged, alt. for ft. tonneau fixing		A/R
25	323-460	\$0.29	SCREW for #24		A/R
26	227-310	\$4.49	FINISHER		2

Tops & Tonneau Covers



Tops and Tonneau Covers

Moss MGA tops and tonneau covers are in a class by themselves. The rear windows of the canvas tops are sewn and double-bound in the very best European manner. We have carefully patterned, designed, and tested our tops and tonneau covers to provide perfect fit and years of satisfaction. The vinyl tops are not made by Moss Motors, and have dielectrically welded windows as original.

In addition to our top-grade vinyl, we are offering tops and tonneau covers in Haartz "Stayfast" cloth, which is a heavy fabric of American-made, solution-dyed acrylic of 3-ply construction with rubber center. "Stayfast" resists the effects of sun, weather, and atmospheric pollution better than any other convertible top fabric. It offers the ultimate in long service life and color fastness.

Note: Early 1500 and late 1500 - 1600 tops are interchangeable. Tonneau covers listed are for left hand drive cars only. Right hand drive tonneau covers are available. Some early cars had snaps on the door tops, this style of tonneau cover is not currently available. Call for information.

NOTE: Tops and Tonneau Covers include hardware, but it is not installed so you can achieve a perfect fit for your car.

Black "Stayfast" Canvas

Black Vinyl

Tan "Stayfast" Canvas

White Vinyl

Grey Vinyl

Tops

One window, early 1500	243-955	\$829.99	242-330	\$549.99	243-950	\$829.99	242-340	NA	242-335	NA
Three window, late 1500 - 1600 to (c)78248	243-965	\$849.99	242-310	\$549.99	243-960	\$849.99	242-320	\$549.99	242-325	\$659.99
Three window, 1600 from (c)78249, MKII	243-970	\$999.99	242-950	\$549.99	243-975	\$999.99	242-960	\$549.99	242-955	\$629.99

Tonneau Covers (left hand drive)

Short style, mounts on rear cockpit rail	243-985	\$419.99	241-420	\$289.99	243-980	\$419.99	241-430	\$419.99	241-435	NA
Long style, mounts behind rear cockpit rail	243-995	\$419.99	241-520	\$289.99	243-990	\$419.99	241-530	\$419.99	NA	NA
Extra long style, mounts on top retainers †	NA	NA	241-536†	\$349.99	NA	NA	NA	NA	241-535†	\$349.99

NOTE: Original tonneau covers mounted either on the rear cockpit rail ("short" tonneau cover), or on the metal deck just behind the rail ("long" tonneau cover).

† Some older after-market covers mounted on the "teardrop" retainers used for the top. We offer these for cars which are missing the factory tonneau cover mounting hardware.

MGA 1600 Fabric Covered Side Curtain Sets

We now stock the original style fabric-covered side curtain sets for MGA 1600. We have made these in the same Haartz "Stayfast" fabric and vinyl to exactly match the tops listed above.

Black "Stayfast" fabric side curtain set	259-615	\$1,599.00
Black "Double Duck" canvas side curtain set	259-628	NA
Black Vinyl side curtain set	259-618	\$1,199.00
Tan "Stayfast" fabric side curtain set	259-625	\$1,599.00
Tan Vinyl side curtain set	259-626	\$1,199.00



MGA Side Curtains (replacement)

We started with the original sliding plexiglass aluminum-framed side curtains as supplied with the factory hardtops, then made a few changes and improvements to ensure a perfect fit for all MGAs with the standard pattern convertible tops. These side curtains are extremely well made and nearly identical in construction to the factory optional side curtains. We firmly believe our new aluminum-framed side curtains are a permanent solution to a difficult problem. A quality product at an affordable price!

Sidecurtain Set	259-648	\$539.99
Replacement Rubber Seal Set	259-647	\$89.99



Side Curtain Stowage Bags

Completely pre-cut and sewn. Ready for installation behind the seats.

	Black	Tan	Red	Grey	Honey Tan	
1500 & 1600 to (c)78249	243-280	243-300	243-290	243-350	243-302	\$289.99
1600 from (c)78250 & MkII	243-285	243-305	243-295	243-355	243-307	\$379.99



Toll-Free Orders 1-800-667-7872 | MossMotors.com
Fax 805-692-2525 | Local 805-681-3400



Prices subject to change. See MossMotors.com for current pricing.

Panel & Carpet Kits

Panel Kits

DeLuxe Panel Kits: Made as original from durable vinyl, the DeLuxe Kit includes 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets for the roadsters and 2 rear kick panels. You also receive sufficient leather, vinyl and piping to cover all door and cockpit rails, and 1600 MKII and coupe dashboards, and vinyl to cover MKII and coupe scuttle panels (between dash and windshield).

Basic Panel Kits: While not as complete as our DeLuxe Kits, these 'budget' kits, for roadsters only, are made with the same dedication to quality. They include 2 door panels, 2 front kick panels, 2 front frame covers that are fully finished and ready to install. Also included is sufficient vinyl and piping to cover all cockpit rails, late vinyl-covered dashboards and existing door pockets.



	Black with White Piping	Black with Red Piping	Black with Lt. Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping	Honey Tan w/ H. Tan Piping	Price
Roadster										
DeLuxe Vinyl Kit	246-330	246-320	246-340	246-310	246-350	246-360	246-365	246-355	246-362	\$599.99
Basic Vinyl Kit	246-270	246-260	246-280	246-250	246-290	246-300	NA	NA	246-302	\$489.99
Coupe										
DeLuxe Vinyl Kit	246-390	246-380	246-400	246-370	246-410	246-420	246-425	246-415	246-422	\$739.99

Panel Screw Set

A complete set of original type screws and washers for installing door and trim panels (included in all of our panel kits listed above).

323-948 \$19.99

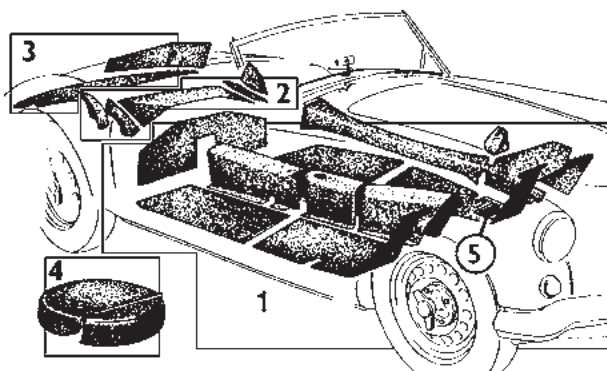
Carpet Kits

Carefully patterned and cut for proper fit and ease of installation, these Moss-made carpet kits include the correct rubber heelmat, all necessary studs and snaps, and edge binding where original. The main carpet set covers the seating and foot well areas. The rear carpet set, standard on the coupe and optional on roadsters, adds that 'finished' look to your car's interior. To dress up your trunk, a trunk set and spare tire cover are also available in black and red. Carpet is cut pile, similar to original.

For free samples of our carpet material, order sample card #878-915.



	Black	Red	Honey Tan	Grey (orig. for coupe)
1 MAIN CARPET SET				
Coupe or Roadster, LHD	242-705	242-715	242-717	242-725 \$459.99
2 REAR CARPET SET				
Roadster	242-835	242-845	242-849	242-905 \$114.99
Coupe	242-975	242-985	242-987	242-915 \$114.99
3 TRUNK CARPET SET				
Optional-Coupe & Roadster	242-815	242-825	242-829	242-925 \$149.99
4 SPARE TIRE COVER				
All Roadster & 1500 Coupe	242-465	242-475	242-477	242-935 \$199.99
1600 Coupe & MKII Coupe	246-435	246-445	246-447	242-945 \$149.99
CARPET, per foot	456-295	454-460	454-462	456-405 \$32.99
5 HEELMAT , black, incl. in #1 Main Carpet Set	280-990	NA		





Seat Upholstery

Seat Upholstery Kits

If the perfect Concours restoration or the luxury of long-wearing supple leather is what you're after, our complete leather and vinyl combination kits will delight you. Our basic all-vinyl kits will give you a beautiful original style interior without the higher cost of leather. All are made from the best materials available, and cut and sewn to original design specifications in our own upholstery shop. While our top quality interior kits will give professional results when installed by the novice, we do advise professional installation for best results.

Our complete seat kits are a unique combination of Concours quality, practicality and economy. Features include piping in contrasting colors when appropriate, and matching padded center armrests.

Our leather seat kits are perfect reproductions with leather seating surfaces and vinyl non-wearing surfaces. Our leather is tanned and vat-dyed to the highest standards to ensure durability. Correct pleats and stitching make these the best seat cover replacement kits you can buy.

The same careful workmanship and concern for quality also go into our vinyl seat kits. These kits offer premium materials and factory original colors. The quality material, the proper colors, the perfect fit - all say "this is how an MGA should look". The complete seat sets listed below are ready to install seat pairs with new frames, cushions, covers, and center armrest.

MGA seat cover kits include covers for two seats plus the center armrest. (No armrest cover with Competition Deluxe seat kits)

	Black with White Piping	Black with Red Piping	Black with Lt. Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping	Honey Tan w/ H. Tan Piping	Price
Roadster										
Complete Seat Pair*	246-118	246-128	246-148	246-138	246-158	246-168	246-178	246-188	246-198	\$2,499.00
Leather Seat Kit	246-030	246-020	246-040	246-010	246-050	246-060	246-065	246-055	246-062	\$939.99
Vinyl Seat Kit	246-150	246-140	246-160	246-130	246-170	246-180	NA	NA	246-182	\$579.99

* These are complete seat pairs covered in leather, ready to install. (Seat rails are not included.)

Coupe

Leather Seat Kit	246-090	246-080	246-100	246-070	246-110	246-120	246-125	246-115	246-122	\$939.99
Vinyl Seat Kit	246-210	246-200	246-220	246-190	246-230	246-240	NA	NA	NA	\$549.99

Competition Deluxe (Will not fit regular seat frames! Armrest cover not included.)

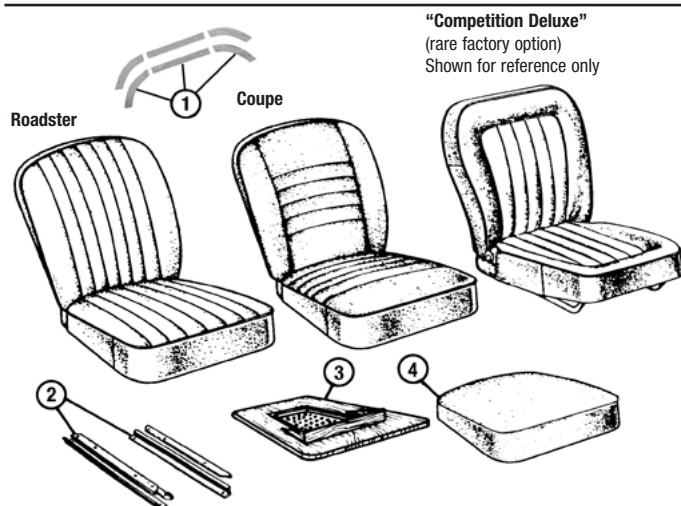
Leather Seat Kit	246-031	246-021	246-041	246-011	246-051	246-061	246-066	246-056	246-063	\$939.99
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Armrest Kits (included with "Roadster" and "Coupe" seat kits, but not with "Competition Deluxe")

Leather (Roadster)	246-032	246-022	246-042	246-012	246-052	246-053	246-064	246-067	246-054	\$149.99
Vinyl (Roadster)	246-033	246-023	NA	246-013	NA	NA	NA	NA	NA	\$149.99
Leather (Coupe)	246-073	246-072	246-074	246-071	246-075	246-076	246-083	246-084	246-082	\$149.99

Note: We strongly advise ordering upholstery items on a "Backorder Yes" basis. These parts are made to order in our own upholstery shop and stocks are kept to a minimum because of the wide variety of products involved.

Upholstery orders can usually be filled within a couple of weeks of the order date. If you order seats and panels on separate occasions, we recommend that you not leave more than 3 - 4 months between purchases. While we make every effort to match colors as closely as possible, dye lots do vary. For a guaranteed "close as humanly possible" match, it's best to order your interior as a complete set. **For free samples of our upholstery materials, please request sample card #878-900.**



Seat Components

10281

No.	Part#	Price (Each)	Description	Application	Qty Req.
Note: These items are for "standard" roadster and coupe seats only. They do not fit the competition deluxe seat.					
	643-875	\$369.99	SEAT FRAME, L/H	} roadster	1
	643-885	\$369.99	SEAT FRAME, R/H		1
	643-835	\$299.99	SEAT FRAME, L/H	} coupe	1
	643-845	NA	SEAT FRAME, R/H		1
1	640-475	\$44.99	TACKING STRIP SET (wood)		1
2	454-045	\$58.99	SEAT SLIDE PAIR, L/H seat		1
	454-055	\$58.99	SEAT SLIDE PAIR, R/H seat		1
	321-878	\$25.99	SEAT SLIDE INSTALLATION KIT		1
3	641-905	\$209.99	BASE ASSEMBLY, L/H (plywood, w/riser & screen)		1
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	641-935	\$76.99	CUSHION, R/H seat bottom, uncovered		1
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			These pads must be trimmed to fit.		
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Installing Rust Repair Panels

Before repairing a rusted area on a car, a “battle plan” must be carefully worked out. If there is any body filler or damage nearby, consider replacing more than just the rusted area. If adjoining panels are also rusted, a logical sequence of operations must be planned. Above all, have your Moss repair panels in hand before cutting rusted/damaged areas out of your car. This not only makes planning the job easier, but it lets you see exactly

how the repair panel will fit. It's also a good way to prevent cutting out an area larger than the repair panel, a potentially costly mistake. Careful measurements and marking are essential.

Plan with care. Start from the inside out. Floors and sills (always before removing the body from the frame if the car has a separate frame) are followed by inner fender and door pillars, after which come rocker panels and then fender patches. This is, of course, a very general outline.

Equipment needed to produce professional quality repairs is generally beyond the tool inventory of the average enthusiast's garage, but it is often cheaper to purchase needed tools and equipment than to take the car to a body shop, especially if only “skin” repairs are required. The most expensive item required for this is most likely a M.I.G. welder or oxy-acetylene torch set-up to do the actual welding. (If only non-stressed areas are to be repaired, pop-riveting is usually adequate.) A few years back, an “inexpensive” M.I.G. welder cost just under \$1,000. Recently there have been “tabletop” models available starting under \$300, which puts these invaluable devices within the reach of many. For cutting the rust out of your car, I have found a hand-held 4” grinder with a cut-off disc to be quick, clean, and accurate. These have the added advantages of producing virtually no distortion in the metal, and can be used with grinding discs for grinding welds. Chisels, hand shears, and cutting torches should not be used on most external panels, as they produce too much distortion in the surrounding metal. Cutting torches are great for rough or preliminary work. Nibblers may be used, but are generally slow and leave a slightly ragged edge. They are good for cutting small radius curves, however.

Spot-welded panels such as rocker panels can usually be removed by carefully drilling the spot welds with a drill of slightly larger diameter than the welds. If the welds are drilled out through the entire assembly, the new panel may be plug welded from the “back” of the holes. If done carefully, appearance of the original spot-welds can be approximated. In any case, once the spot welds are drilled, the old panel may be separated from the piece it was welded to with a thin sharp chisel and vise-grips. Rocker panels are easy to remove if the main part is cut away from the welded flanges, and the flanges removed separately. Repair panels may be mated to the cuts made in the car by overlapping or with butt-joints. Overlaps are easily made, and may be welded or pop-riveted, but they leave a grossly uneven surface unless the edges of the “hole” are joggled, so that the surface of the patch and any rivet beads are slightly below the surface of the main panel. The time and effort to do this properly makes this method more difficult than butt-welding. Butt-welding is the joining of two pieces by their edges, and demands careful matching of the edges. Whichever method is used depends on equipment available and what sort of panel is being installed. Floorboards and trunk pans can be installed with lapped edges, while exterior “patch panels” should be butt-joined if a minimum of body filler and finishing is to be used.

Plan where to run the joint. For example, some MGB lower fender repair panels run just above the waist line (where the chrome trim goes). It is much easier for many reasons to trim the repair panel so the weld is along the bottom of the original joint line, and will be hidden by the chrome trim.

Plan for drainage - there was a reason the car rusted where it did. Figure out why, and add inconspicuous improvements such as extra drain holes where required.

To install a panel, mark on the body of the car approximately where you think the edge of the repair panel will be. Remove all of the original pieces to be replaced except for an inch or so along where the main joint or weld will be. It should then be possible to scribe an accurate line on the body for the final cut where the two panels will join. Cut this carefully with as little distortion and with as smooth an edge as possible.

Hold the repair panel in place, and note any areas which need attention. These could be unfair mating flanges, ragged surfaces (remnants of old welds, barbs left from rough chisel work, or slag from cutting with a torch), or poorly mating edges. Look for imperfections in the repair panel itself. Trim, grind, hammer (gently) or do whatever is required for a perfect fit all over.

With the repair panel held or lightly clamped in place, place a small “tack” weld at the center of the major joint. In the case of a lower fender repair panel, especially when the weld will not be covered by trim and the joint is straight, allow the contraction of this “tack” to pull the bottom of the panel away from the car slightly - when later “tack” is made and the bottom of the panel pushed into place, the joint will (usually) be slightly below the “correct” surface. The idea is to have the finished (ground-off) weld slightly “low”, so a light coat of body putty or lead is all that is needed to bring the repaired area to smooth perfection.

With the first tack in place, wiggle the panel around a bit for perfect alignment, and place

more tacks at 2-3 inch intervals from the center outwards in both directions, one on one side of center, the next on the other side, and so on.

By leaving a small gap between the two pieces to be butt-welded (about 1/32” is fine), a small thin screwdriver or other object may be used as a lever to pry the two pieces as required to perfectly align the two surfaces at each tack.

With the “cosmetic” joint(s) well tacked, weld the flanges and other edges of the panel, being careful not to allow enough heat to build up to cause any distortion. The best way to do this is by “skip-welding”, in which short welds are made at long intervals around the work until it is finished. Now go back and put a tack weld between each of the previous ones on the “cosmetic” or “exposed” joint, aligning the surfaces as before. Do it again - a tack between the ones just made and the original ones. If the resulting gaps are more than about 1/2” long, do it again. With a hand grinder, carefully grind off the tops of all these little tack welds.

After aligning the surfaces as before, use the skip-welding procedure mentioned earlier, to carefully weld in the gaps, again being careful not to cause adverse heat distortion.

Grind off the excess weld carefully, without hitting the body panels. If you find the weld to be in a slight depression, congratulations! If the ground weld is still slightly raised, do not try to grind it and the edges of the now joined panels flat - you will make the metal too thin, and cause the weld to crack. Careful hammer work or heat shrinking is the only cure - consult an experienced body man and/or a good book on bodywork.

Common questions about repair panels are: (1) Why not braze them?, (2) Why not sell galvanized panels?, and (3) Why aren't all the repair panels supplied in primer? Brazing can be used, but causes paint adhesion problems unless proper preparation and primers are used. Galvanized panels should not be used, as the fumes from welding these are highly toxic. Furthermore, as the zinc is burned off at the welds, protection is lost where it is most needed. All body panels should be stripped to the bare metal before finishing, and properly prepared for paint. It is easier to work with an oil-covered or even slightly rusty panel than one already covered with primer that must be removed, as it must be thoroughly cleaned anyway.

Eric Wilhelm

Moss Motors Staff

Damp Starting Problems

If your car is still slow starting, or won't start in wet/damp weather, and you have checked and convinced yourself that your battery is strong, the grounds and hot connections are all good, timing, plugs, and points are all up to specs, it is now time to go to the next step.

You should seriously consider replacing your old, probably weak and/or worn out stock 25k coil with a new, high voltage 35k or 40k volt coil. They are available at reasonable prices. If you are a purist, rest assured that the Sports Coil (Moss #143-201), is available, although not originally fitted at the factories. Most likely if all the other electrical stuff is working well, you will solve your wet/damp starting problems with a high voltage coil.

Try it, and if you are like me, you will wonder why you or Lucas didn't do it 20 years ago.

Tom K'Burg

Salem, NJ

Diagnosing Wiring Troubles! (Words of Wisdom to Live and Drive By)

headlamps which are intact, switches that work when connected to a multi-tester, horns that stop making funny gurgling noises and operate correctly when connected to the battery for a test.

Many electrical faults are caused by two frequently overlooked factors, either working separately, or together to produce a variety of interesting visual and sometimes pyrotechnic effects. The first of these factors is simply caused by age and the climate - electro-rheumatism if you like. The second is caused by that stalwart of the motoring world, Captain Accessory!

I am always surprised by the large number of good quality products on the market (and this does include radios, etc.) which are let down either by the cheap, easy-to-use connectors sold with the kit, or by "hash wiring" on the part of the installer. Fitting any accessory should be dealt with in the same way that any other task should be undertaken on a vehicle - properly. Connections should be mechanically and electrically sound.

The worst electrical problems I have faced have been caused by "bodged" wiring or faulty connections. Easy-to-use connectors often provide me with hours of entertainment, as does unwrapping electrical insulation tape to find wires that have been just cut, stripped back and twisted together. It always works for a while!

And it's not bodged wiring - some products are of an appalling quality. For example, I have tried various different HT leads in my car to "improve the quality of the spark", "reduce resistance", and "provide better ignition". Most of these leads have been useless. It doesn't matter two hoots that the PTFE casing and superior quality copper core offers less resistance than the normal standard item - what matters is that if the cap doesn't fit the spark plug, it will just bounce off. One famous make had such appalling connections that it would not fit into the standard Lucas distributor.

If you are going to tackle any electrical work for your car, then do it properly and do it once. Throw away those cheap connectors and get the right tools to do the job properly - because I can guarantee that if you don't, that one day you'll wish you had - or even worse, you'll get rid of the car because it keeps going wrong. (I've picked up a few cheap cars like that which sing after two or three hours with a soldering iron!)

Get the Right Tools:

1. Soldering Iron - Get one with: 5 to 15 watts output, stay clean tips, decent stand, and PTFE leads (which make the iron easy to handle).
2. You probably already own one of those multi-purpose devices that cuts, strips wires and fits connectors. Throw it in the trash. Buy instead: Long Nose Pliers, Side Cutters, Wire Strippers, Insulation Tape, and Solder (60 - 40 lead/tin mix with flux incorporated).
3. Connectors - Get the type of connectors that are already in use on your car - spade connectors and bullet connectors (that can be soldered) and throw the crimp connectors into a bin!

Three important safety tips:

1. Disconnect the Battery

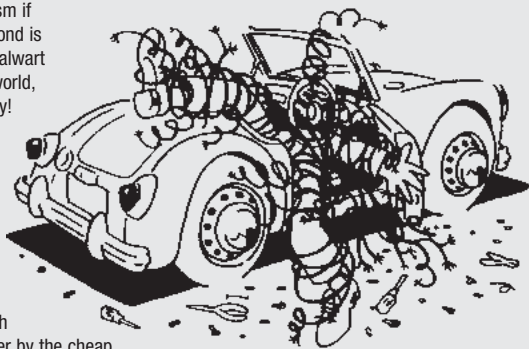
A fully charged battery can use around 120 amps to turn over a cold car engine. Making a mistake and accidentally connecting the positive to the earth can have some interesting affects, i.e.:

- i. Any wire involved in a direct connection will act like a fuse and melt (this includes HT wire).

Does your car let you down every time you try to start it, or those wipers only work when it is not raining? Perhaps the indicators go dim every time you apply the brakes, and the horn only operates when the lights are off.

Before you go out to buy new lights, horns, switch gear, voltage rectifiers and anything else that carries an electrical current, it may be worthwhile spending time checking out the wiring rather than shelling out on new parts.

Quite often I have found that electrical components supposedly faulty, are perfectly all right, i.e., "blown"



- ii. The battery could explode if an HT wire does not fuse quickly enough.

- iii. 120 amps is enough to weld your screwdriver to any object very easily.

- iv. You can receive nasty burns if you use yourself as a suitable earthing point. (Remember DC current differs from AC in that it does not change direction - once you get to grips with DC it won't let go!)

2. Holding the soldering iron

Never grab the soldering iron if it starts to fall. Sounds obvious, but there are still plenty of electrical engineers around who hold out their left hand when greeting somebody!

3. Suitable wiring

Finally, make sure that the wires you are using have the correct current capacity for the power they have to take. Using cable that is too thin is the electrical equivalent of reducing three lanes of motor way into one - total breakdown - if the current is much higher than the wire, the wire will act like a fuse and melt.

Making Connections

1. Spade connectors

Strip back 1/4" of wire without ripping out half of the strands, (if you have never used wire strippers before, have plenty of practice with some old bits of wire) twist the strands together and solder the bare end.

Always heat the wire with the soldering iron and apply the solder to the wire while it is still in contact with the iron. The wire must be hot enough for the solder to flow into the wire strands - but don't keep the iron there for too long, otherwise the outer sleeve of the wire will melt back. It is an art worth learning.

Do not apply solder to the iron and then try to "blob" the solder on to the wire - it never works because the solder "dries out" as the flux evaporates, and then the resulting joint can become brittle and prone to breaking (aka "Dry Joint").

Once cool, fit a spade connector sheath over the wire and then crimp the connector to the wire as shown in the diagram. The crimping makes a mechanically sound connection, but this is not enough. Returning to the soldering iron, you then need to apply heat to solder the wire to the connector to ensure an enduring connection, just like they do at the factory.

2. Bullet connectors

Bullet connectors are needed where (A) two separate lengths of wire are to be joined together or (B) where an extra wire is to be added to a main feed.

Many bullet connectors can be crimped on as well as soldered to enhance the quality of their connection, but the stock items used by BL tend to be a bit more tricky and can only be soldered - so you must ensure that the soldered connection is not dry!

Strip back 3/8" of cable and solder the strands. Insert in the end of the bullet - it may help to "kink" the strands slightly to keep the bullet in place - and then re-apply the soldering iron to the top of the bullet. Allow it to heat up and then apply the solder through the hole at the top of the bullet so that it can run inside, attaching the cable to the wall of the connector.

The advantage of these connectors is that, if corroded, the connector block can be thrown away and a new one fitted without having to do any more soldering. Also, they can provide multiple outlets for power, but watch out for that current overload on the original feed wire!

The disadvantage is that the connector is a mechanical fit and prone to electrical failure when corroded, which is why many cars start going wrong after five year's use!

An Extra Fuse Box

If you are accessory mad, the use of a fuse box with a direct link to the solenoid may provide a safe, efficient answer, rather than connecting countless new wires onto an overburdened wire feed.

Again, make sure that the wire, from the feed to the box has sufficient capacity to deal with any load place upon it (an in-line fuse may further protect the entire system).

Is it worth the effort you might ask? Yes! A clean job is a good job!

1. If it's soldered, then the connections will be better, stopping niggling electrical failures and dangerous burn-outs; the connectors are cheaper too.

2. The proper connectors often allow easier access for repair of equipment.

3. Stops wires from sparking and equipment lasts longer.

4. It looks better, too!

Grahame Bristow

Moss Europe Staff

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Last updated: March 17, 2018

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This Privacy Policy is effective as of March 17, 2018.

- A**
 Accelerator Cable 18
 Air Filters A34, 19
 Air Horn Kit A26
 Air Vent Grille 48
 Antennas A26
 Apparel A61-A63
- B**
 Badge Bar & Badges A25
 Badges (stock)
 front 48-49
 rear 50
 Battery
 bracket assembly 45, 61
 cables 61
 cover 53
 fittings 61
 Bearing Set
 camshaft A32, 8
 con rod 8
 main 8
 Bearing
 front axle 8
 rear axle 36
 Body
 panels 52-53
 rubber sets 50
 Bonnet Straps A26
 Books/Manuals A47-A48
 Brake
 adjuster 41
 back plate 41
 caliper assembly A45, 41
 caliper paint A45
 caliper pistons 41
 disc A45, 41
 drum 41
 hoses 42
 master cylinder 40
 fittings 40
 repair kit 40
 pad set A45 41
 pipes, sets & fittings 42
 shoes A45, 41
 wheel cylinder 41
 repair kit 41
 Bulb
 headlamp 58
 instrument 63
 tail 58-59
 Bumper
 front 46
 rear 47
 Fittings
 front 46
 rear 47
 Bushes
 front suspension 32
 rear suspension 37
- C**
 Camshaft A33, 8
 bearings A32, 8
 lifter A33, 8
 Car Care & Maintenance
 A49-A52
 Car Covers A18
 Carburetors
 pushrod engines A39, 22-23
 twin cam A39, 24-25
 choke adjustment 18
 complete rebuild 20
 Carpet Kits A10, 68
 Chassis Condition 45
 Chassis Numbers 5
 Choke Cable 18
 Clutch
 alignment tool 29
 cover 29
 kit 29
 master cylinder 29
 pipes 29
 plate 29
 release bearing 29
 Slave Cylinder 29
 repair kit 29
 Clutch Problems
 sorting out 29
 Cockpit
 fittings 65
 trim kits 68
 Condenser 56
 Connecting Rods 8
 Connectors, electrical 61
 Conolly Leather Products A49
 Cooling System 16
 Coupe Parts 55
 Crankshaft 8
 Crown Wheel and Pinion 36
 Cup Holders A16
 Cylinder Head Inspection 14
 Cylinder Heads A30-A31,
 10-11
 Cylinder Liners 8
- D**
 Dash Knob Set 63
 Dash, under dash pad set 63
 Dashboard 63
 Defroster Tubes 17
 Defroster Vents 17
 Differential 36
 Dipstick
 engine 6
 gearbox 30
 Distributor A41, 56
 cap 56
 drive 6, 56
 Door
 fittings, roadster 54
 handle, coupe 55
 hinges 54
 latch, roadster 54
 locks, coupe 55
 pillars 53
 seal 65
 skins 52
 strikers, coupe 55
 Driveshaft 37
 Driving Lamps A20
- E**
 Electric Fans A35
 Electronic Ignition A41
 Engine
 controls 18
 lock tab sets 9
 mountings 9
 numbers 6
 performance A30-A33
 tech tips 14-15
 Exhaust Front Pipe 28
 Exhaust Mountings 28
 Exhaust System A37, 28
- F**
 Fan Belt 16
 Fire Extinguisher A15
 Flasher Unit 60
 Float Needle & Seats, carb.
 23, 25
 Floorboards 44
 Floor Mats A14
 Flywheel A38, 8-9
 Fog Lamps A20, 4
 Fuel
 pipes 26
 pump A39-A40, 26-27
 mounting kit 26
 pump problems 26
 sender unit 26
 tank 26
 Fuse Box 60
 fuses 60
- G**
 Gasket Set
 cylinder head 7, 11
 engine 7
 manifold 19, 28
 Gear Lever 30
 boot 30
 Gear, speedo drive 30
 Gearbox A38, 30
 components 30
 gasket set 30
 mountings 30
 technical tips 30
 Gearshift Knobs A11, 31
 Generator 61
 components 61
 fan 61
 polarization 61
 pulley 61
 Gifts A60-A64
 Grille A23, 49
 badges A25
 fittings 49
 air vent 48
- H**
 Halfshaft 36
 Handbrake
 cable 43
 components 43
 hardware, generic 38
 Hats A63
 Headers (exhaust) A37
 Headlamp Rim 58
 Headlamps A21, 58
 tripod type A21, 58
 Headliner Kit, coupe 55
 Heat Shield, carb. 19
 Heater
 components 17
 control cables 17
 hoses 17
 switch 17
 Hinge
 hood 48
 trunk lid 50
 Hood Straps A26
 Horns A26, 60
 Hub
 cap 39
 front 32
 rear 36
- I**
 Identification Plates A23, 44
 Ign. Coil Reversed Polarity 56
 Ignition A41, 56
 coil A41, 56
 points 56
- J**
 Jack 39
 Jet Assembly, carb. 23, 25
- K**
 Key Blanks A15
 Key Fobs A59
 Knockoff Hammers A27, 39
 Knockoffs A27, 39
- L**
 Lamp
 accessory A20-A21, 31-37
 driving A20, 59
 fog A20, 59
 dashboard 63
 indicator assembly 63
 number plate assembly 59
 problems 59
 side assembly 58
 tail assembly 58-59
 License Plates A24
 frames A24
 Luggage Rack A24, 51
- M**
 Main Bearing Caps 8
 Manifold
 exhaust A37, 28
 inlet 19
 Manuals A47-A48
 MGA Painting Sub-Assemblies
 4
 MGA, Identifying 4
 Mirrors
 dash 48
 fender A19, 48
 Mountings, engine 6
 Muffler A37, 28
- N**
 Needles, carb. 23-24
 Number Plate Mount 46-47
- O**
 Oil A52
 coolers & kits A34, 13
 filter assembly & comp. 12
 filter conversion kit A34, 13
 filters A34, 12
 oil & water temp. gauge 63
 pressure gauge pipe 63
 pressure relief valve 6
 pump 8
 radiator 13
 seals, rear axle 36
 Override
 front 46
 rear 47
- P**
 Paint Color Codes 4
 Paints A53, 4
 Panel Kits A9, 68
 Pillar
 "A"-Post 53
 "B"-Post 53
 Piston Sets 8
 ring sets 8
 Piston, Brake Caliper 41
 Production Data 5
 Prop Rod
 hood 48
 trunk lid 50
 Pulley, Crankshaft 6
 Pushrods, engine 8
- R**
 Radiator A35, 16
 cap 16
 hoses 16
 shroud 17
 Radio Blanking Plate 63
 Radios A7
 Rear Axle 36
 halfshafts 36
 Relay, turn signal 60
 Release Bearing, clutch 29
 Ring Gear 28
 Rocker
 arm components
 A30, 11
 panels 53
 shaft A30, 11
 Rotor, ignition A41, 56
- S**
 Safety Catch, hood 48
 Seatbelts A14
 Seat Components 69
 Seat Kits A8, 69
 Sending Unit, fuel tank 26
 Serial Numbers 5
 Shift Knobs A11, 31
 Shock Absorber
 front 32
 rear 37
 Shop Tools & Equipment
 A53-A57
 Side Covers, engine 6
 Side Curtain Sets A17, 67
 stowage bags A9, 67
 Signs A64
 Sill Assemblies 53
 Sound Deadening A11
 Spare Tire Cover A9
 Spark Plugs 56
 Speedometer 63
 cable 63
 Splash Plates 53
 Spoke Wrench 39
 Spokes 39
 Spring
 front, coil 32
 rear, leaf 37
 Sprocket
 camshaft A33, 8
 crankshaft A30, 8
 Stainless Steel Exhaust A37
 Starter A43, 61
 cable 61
 components 61
 Starting Handle 39
 Steering
 bushings 35
 rack gaiters 35
 rack 35
 spring cover 35
 wheels A12-A13, 35
 SU Carburetors A39, 22-28
 Sun visors (coupe) 56
 Supercharger A39
 Suspension
 bushings A44, 32, 37
 kits 32, 37
 rebuild, front 32-33
 Sway Bars 33
 Switch Knobs 63
 Switches 63
 Swivel Pin 32
- T**
 Tachometer 63
 cable 63
 Tappets A33, 8
 cover 6
 Thermostat 10
 cover 16
 Thrust Washer
 engine 8
 rear axle 36
 Tie Rod Ends 35
 Timing Chain 8
 tensioner 8
 Tire Cover 68
 Tonneau Covers A17, 67
 fittings 66
 Tools A53-A57, 39
 Top/Top Fittings A17, 66-67
 Twin Cam Parts 64
- U**
 U-Joint, driveshaft 37
 Upholstery Kits 69
- V**
 Vacuum Advance Unit 56
 Valance, front A23, 52
 Valves
 cotter 11
 covers A31, 11
 guides 11
 guide installation 14
 train A30, 11
 inlet & exhaust 11
 Voltage Regulator 60
- W**
 Washer
 bottle 57
 foot valve 57
 jet assembly 57
 Water Pump 16
 pulley 16
 Water Temp. & Oil Pres. Gauge
 A16, 63
 Wheel Cylinder 41
 repair kit 41
 Wheels (road) A28-A29, 39
 wire A29, 39
 covers 68
 nut, knock off type 39
 spinners (wire wheels) 39
 tools A27, 39
 accessories A27
 Wheels (steering) A12-A13, 35
 Wind Wings A26
 Window Fittings 54-55
 Windows, coupe 55
 Windshield 54
 Windshield Installation 70
 Wiper
 arm 57
 blade 57
 motor 57
 Wiring Harnesses 61
 Wishbones 32



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