MOSS FALL/WINTER 2013 MGB & MGC MGB-90

moss

MGB MGC

PARTS & ACCESSORIES

MGB-90

COOL STUFF FOR COOL CARS



Seat Covers - p A4

Coil-Over Kit - p A52

Mikuni Carb. Conversion - p A39

800-667-7872

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MOSS MOTORS, LTD.

LET'S DRIVE

Sometimes, driving around southern California one gets the impression older collector cars are just another mode of transportation. Folks don't seem to care. On a recent trip to Canada, however, I was reminded just how special our little British sports cars really are. Driving a friend's borrowed Austin-Healey, everywhere we went, cars would stop in the middle of the street to watch as we went by.

Let's face it, we all get a little thrill being the object of attention. And frankly, our cars are special. For proof, all one has to do is watch a little television. Sooner or later, in some TV ad, you are going to see a beautifully restored British car.

A few years ago, a gasoline company ran a promotion with artwork centered on the form of an Austin-Healey. More recently, I've seen an MGA in a major credit card company campaign, and a California health care provider recently ran a series of ads prominently featuring a TR3.

The latest greatest thing they're touting in new car infotainment systems is the touch screen interface. Big deal. We've been interfacing with our cars by touch since day one. Heck, spirited driving in an MG TC is a full on four-limbed affair. Touch interface indeed.

My idea of haptic feedback is when the gearshift lever perfectly snicks into the next lower gear as you heel and toe through a corner. If you ask me, modern auto makers are desperately trying to catch up to where we were 60 years ago.

Happy Motoring

Robert Goldman

Robert Goldman
Chairman, Moss Motors, Ltd.

WE CARRY ALL OF YOUR FAVORITE BRANDS!

CLASSIC GOLD AUTHENTIC REPRODUCTION · WEATHER LOCK · S.U. · KONI · MAGNECOR · TOURIST TROPHY · Mallory IGNITION · SPAX · WEBER CARBURATOR · COBALT PRECISION AUTOMOTIVE · RED LINE SYNTHETIC OIL · FALCON CLASSIC STAINLESS STEEL · Lockheed · LUCAS · ARP automotive fixing products · pace setter · Castrol · HELLA · CRANE Cams · ROBBINS AUTO TOP COMPANY, INC. · K&N · Payen · HAWK PERFORMANCE · WAXOYL · Haynes · EBC BRAKES · PERTRONIX · novus · rain-X · AUTO GLYM · dba · Moto-Lita · CONNOLLY · Dynamat · RENOVO

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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.

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For more information, visit MossMotors.com/Loyalty

MOSS MOTORS CUSTOMER LOYALTY PROGRAM

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GIVE THE PERFECT "PART"



You can 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.

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
A special—thank you!—to Roy Thorvaldsen for the picture of his 1967 MGB.
Got a great photo of your car? Send it via: mossmotors.com/photoform

FEATURED PRODUCTS

CONTINUED ON A4

O.E. Quality Body Side Moldings

The highest-quality moldings for the MGB that we offer. These O.E. Quality moldings are manufactured from rugged stainless steel that show crisp clean lines and a quality fit that is as good as original. Sold as kits or individually. For individual hardware and other molding options see page 76.

Complete Kit - With Hardware	453-428	$119.95
Complete Kit - Without Hardware	453-438	109.95
Left Front Fender	453-421	20.95
Right Front Fender	453-431	20.95
Left Door	453-441	20.95
Right Door	453-451	20.95
Left Rear Fender	453-461	20.95
Right Rear Fender	453-471	20.95



ONLINE SERVICES

We're always here to kick the tires with you but our website has more cool stuff you have to check out.

MossTV
Video library of popular tech tips and how-to's

Moss Motoring
Our magazine and website dedicated to British car enthusiasts.

Tech Articles
Experts cover general topics of interest

Tech Tips
Specific tips to keeping our British Classics on the road

Car Specs
Need to know a torque spec or firing order? You'll find it, and a lot more

Press Releases
Get the inside scoop on New Products

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www.MossMotors.com



Moss Motoring is our magazine and also a website dedicated to British car enthusiasts. Visit MossMotoring.com for volumes of information and stories, and to sign up to receive the magazine.

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 website for full details.



Place your order by 3 p.m. your local time and we will ship it the same day.

See website for latest up to date information and details.

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237-601


237-600

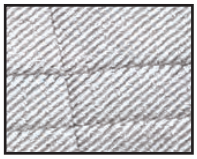

237-610


237-615

Custom Seat Covers

Seat covers are a less expensive option to full reupholstery, but don't think these are "cheap" by any means. The covers we offer are made to very specific seat patterns to guarantee impeccable fitment, and the materials are all top notch, comfortable and wear-resistant. These are not generic covers. Sold as pairs and include covers for both styles of headrest.

- Velour: Soft and inviting fabric that's UV protected against fading. Polyester is highly breathable and is slightly stretchy for a snug fit.
- EuroSport: Dual knit style fabric for terrific airflow and is compression resistant. UV and abrasion treated for maximum protection, with reinforced seams for maximum durability.
- Leatherette: Feels incredibly similar to real leather with better wear. UV protected, this material is so sturdy you can simply wipe clean with a wet cloth. No need for the extensive care that leather requires.


237-601


237-600


237-610


237-615

1970-80 - Velour - Black	237-601	$244.95	1970-80 - EuroSport - Black	237-610	244.95
1970-80 - Velour - Beige	237-600	244.95	1970-80 - Leatherette - Black	237-615	279.95



Stainless Steel Mirror Assembly by TEX

Tex brand accessories have been manufactured in England since 1947 as original equipment to MG and others. Today they still use original tooling which results in high quality products. These mirrors will look perfect on your MGB.

Mirror Assembly - Flat - LH	165-135	$39.95
Mirror Assembly - Flat - RH	165-170	39.95


460-596

Timing Chains by Iwis

iwis

These German made roller chains are acoustically optimized with gap damping between roller and bush plus excellent wear resistance for high-speed applications. Chains will not stretch.

MGB 1962-71, Double Row	460-591	$39.95
MGB 1972-80, Single Row	460-596	29.95
MGC	832-001	44.95



Hood Release Cable for Early MGB

Early MGBs had a hood release cable handle that was round with a B, but were phased out during vehicle production between approx March and June of 1974. The factory replacement was a T-handle and we've offered those for quite some time as a retrofit for early cars. Moss has developed a correct-looking handle for those early cars.

1962-69	406-029	$18.95

Printed Circuit Fuel Sending Units

This fuel sending unit is simply a modern twist on the tried-and-true OE piece. This unit features all the benefits of today's printed circuitry, which is to say that it operates with a higher degree of accuracy and is even more reliable. This unit also features a foam filled float instead of the hollow plastic on the OE piece.

MGB 65-76, RD FROM (C)48766 TO 415000, ALL GT	360-661	$36.95
MGB 77-80	360-656	44.95


360-661

*See ordering page for details




683-166

SuperPro Polyurethane Bushings

An Australian based company, SuperPro began manufacturing replacement bushings made from polyurethane after it was realized that OE rubber couldn't withstand the tough and extreme conditions found in the notorious outback. Rubber has been a traditional material for comfort, but is prone to vulnerabilities and deterioration. Polyurethane bushings ensure the suspension components will retain their desired geometry and last longer than rubber. SuperPro has tuned their bushings to work together on each car as a set, each location may be stiffer or softer than another location on the same car. This ensures the car as a whole has the absolute best handling possible.

Complete Car Suspension Kit		
MGB - Chrome Bumper	683-166	$249.95
MGB - Rubber Bumper	683-170	249.95
MGC - All	780-918	357.95
MGB Front Suspension		
Complete Kit - Chrome Bumper	683-163	$129.95
Complete Kit - Rubber Bumper	683-167	129.95
Subframe Pad Kit - Chrome Bumper	683-055	44.95
Subframe Pad Kit - Rubber Bumper	683-056	44.95
Upper Fulcrum Pin Bushing Kit	683-041	29.95
Lower Control Arm Bushing Kit	683-063	54.95

MGB Sway Bar Bushing Kits		
9/16" O.E. Style Bushing Kit	683-060[1]	$19.95
5/8" O.E. Style Bushing Kit	683-027[1]	19.95
3/4" O.E. Style Bushing Kit	683-062[1]	19.95
7/8" O.E. Style Bushing Kit	683-071[1]	19.95
MGB Rear Suspension		
Complete Kit	683-165	$129.95
Pad Seating Kit	683-046	59.95
Front Eye Bushing Kit	683-057	59.95
Shackle Plate Bushing Kit	683-032	34.95

[1]Uses original brackets

Form-A-Funnel



Patented tool diverts oil from the filter around skid plates, cross members, headers, or other obstacles for no-mess oil-changes. Quickly bends, molds and holds any shape so you can create the perfect channel for draining liquids.

- Moldable alloy core encapsulated in thick, pliable nitrile rubber can be reshaped and reused thousands of times
- Easy to clean and store
- Creates a leakproof seal around filters or drains
- Impervious to automotive fluids and works in temperatures from -30˚F to 425˚F
- Use with nearly any vehicle or equipment.

Form-A-Funnel	221-755	$19.95


454-141

455-341

MGB Grilles by Tasker

These MGB grilles feature a superb chrome finish that is stunningly beautiful. The overall fit and finish is outstanding as well. We were amazed by how terrific these look and we are proud to offer them to you.

1963-69	454-141	$289.95
1973-74 1/2	455-341	259.95

Grace APPROVED

DRIVE AWAY CANCER

Grace and her British car siblings around the country have covered almost 200,000 miles. They'll run hundreds of miles in a day to spend time with children and families affected by cancer. Moss Motors is honored to support these special vehicles and the individuals and clubs volunteering their time to this important mission.

Drive Away Cancer founder, John Nikas, has spent the better part of more than two years behind the wheel of Grace the 1953 Austin-Healey 100—and he's deeply involved in the flurry of Grace-like cars joining Drive Away Cancer. Recently John sent us a list of Moss parts that have helped make the Drive possible. John and the Drive Away Cancer crew are the best parts testers we could imagine.

Items that feature the Drive Away Cancer Star are road tested and Grace approved and are sure to give you many thousands of miles of trouble-free motoring. You may not cover 10,000 miles a month yourself, but isn't it nice to know that with these parts you could.

RetroSound®









Vintage Style Radio 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 units so you can choose the perfect solution for your audio needs. The Model 2 is full modern in a classic package, compatible with iPod and iPhone, built-in Bluetooth for hands-free calling and audio streaming, and plays MP3 and WMA files via USB input. The Zuma is a perfect middle ground, offering some of the tech features of the Model 2 in a simpler package. The Classic is just that, an AM/FM tuner with a front aux input. All offer terrific sound quality with built-in amps and other standard features. Add their Hide-Away Antenna #230-555 to install an amplified antenna behind your dash or in your trunk. Negative ground only.

Classic Radio (Chrome)	230-324	$189.95
Zuma Radio (Chrome)	230-317	269.95
Zuma Radio (Black)	230-322	269.95
Model 2 (Chrome)	230-380	399.95
Model 2 (Black)	230-385	399.95
Chrome Surround w/Chrome Knobs	230-326	31.95
Black Surround w/Chrome Knobs	230-329	35.95
Black Surround w/Black Knobs	230-327	35.95
Knob Set – Chrome	230-331	14.95
Knob Set – Black	230-332	14.95
Hide-Away Amplified Antenna	230-555	28.95

FEATURES	RETRO CLASSIC	ZUMA	MODEL TWO
Made for iPod charge & play operation	NO	NO	YES
Bluetooth w/handsfree mic input	NO	NO	YES
AM/FM tuner w/RDS & 30 Presets	YES	YES	YES
Tuner Country Compatibility	US/EU	US/EU	US/EU/JAPAN/AUS/LATIN AMERICA/RUS
Remote Control	NO	NO	TBA (VIA MOBILE APP, BLUETOOTH)
LCD Illumination Color	WHITE	WHITE/GREEN	32,000 BACKLIGHT COLOR CHOICES
Wider high-resolution LCD display	NO	YES	YES
Built-in amplifier	YES, 50 X 4 RMS	YES, 25 X 4 RMS	YES, 25 X 4 RMS
Auxiliary Inputs	2 (1 FRONT, 1 REAR)	2, REAR	2, REAR
USB Input for MP3/WMA Playback	NO	YES	YES (VIA USB/SD BOX)
External USB/SD card reader	NO	NO	YES
Pre-amp RCA outputs	YES, 2 PAIR	YES, 2 PAIR	YES, 2 PAIR
Subwoofer Output	NO	NO	YES W/XOVER & LEVEL CONTROL
DSP EQ	YES	YES	YES
Clock w/clock priority	YES	YES	YES
A2DP wireless streaming	NO	NO	YES
New rear knob/shaft functions	NO, FRONT ONLY	YES, FRONT & REAR	YES, FRONT & REAR
Available w/chrome radio face	YES	YES	YES
Available w/black radio face	NO	YES	YES
Compatible w/all RetroSound knob/bezel/plate kits	YES	YES	YES
Warranty	1 Year	1 Year	2 Years

NEW



Amplified Hide-Away Antenna by RetroSound

Don't compromise the beauty of your classic when adding an antenna for an upgraded stereo. The Hide-Away amplified antenna from RetroSound comes with a 105-inch antenna cable and power lead and is designed to be mounted in hidden places such as behind your dash or in your trunk. Installs to standard Motorola antenna plug and radio power lead. Small box is 4"W x 1"H x 1"D.

Amplified Hide-Away Antenna	230-555	$28.95





RetroMod Speakers by RetroSound

When British sports cars encounters modern technology, sometimes there is a standoff. Technology doesn't always turn microscopic. Take car speakers for example: just try stuffing new ones into your little car. RetroMod speakers are different. They're more than able to meet today's high performance amplifiers and yet they are ultra thin. 1.77" mounting profiles fit virtually any installation application. The secret is neodymium magnets that are 5x more powerful than standard speaker magnets. Also, if you only want to keep accessories to a minimum, Dual Voice Coil design (DVC) lets you connect 2-channels from your radio to one single speaker, providing full stereo sound.

Speaker, DVC N-Series, 6.5" diameter, 3 way - each	230-505	$69.95
Speakers, SVC N-Series, 4.5" diameter, 2 way - pair	230-535	84.95

*See ordering page for details

MGB AIR CONDITIONING





Air Conditioning Kit

Open air motoring on a hot day will be more enjoyable and less draining with cool air flowing through the cabin instead of road heat wearing you down. The Moss Motors air conditioning system will make your driving experience more comfortable whether your top is up or down without sacrificing drivability or interior space.

Under the hood the Moss Motors air conditioning system looks factory installed, and is completely reversible. Modern system components are efficient and include an R134a rotary compressor with electric clutch, aluminum condenser with an integrated thermostatically controlled fan. Details like CNC brackets, pre-built wiring harnesses and mandrel bent lines ensure a perfect fit. The system can be installed on MGBs with or without smog pumps by an experienced home mechanic with basic tools in 12 hours or less.

Inside, the Moss Motors air conditioning system maximizes interior leg room with a custom evaporator box and features 4 under dash vents and a 3 speed blower motor. All wiring, hardware and brackets required are included.

1962-76 MGB	363-400	$1,995.00 FREE
1962-76 MGB w/Supercharger	363-405	1,995.00 FREE





1962-69 Exact Reproduction Seat & Panel Kits

For owners of the now vintage MGB, we offer a full range of exact reproduction upholstery kits, all painstakingly produced in our own upholstery shop. All leather is tanned and vat-dyed to our specifications to ensure originality and long wearing durability.

Moss seat kits are available in leather (as original) or in top-quality vinyl. They are easy to install and include headrest covers for the 1969-style seats.

Trim panel kits - include door panels, front kick panels, rear quarter panels, rear bulkhead panel for the roadsters, and rear deck insert panels for the GTs. We also include sufficient vinyl to cover roadster cockpit rails, door top rails, 1962-67 dash top rail, and new door window brush seals.

In addition to the original interior color schemes, we offer several other combinations of trim and piping. The most popular of these are usually available from stock, while the others (marked in the chart with a "[1]") are made to order only. Delivery on special orders takes approximately 6 to 10 weeks.

Moss Interior Kits offer you the finest value for the money! If you are not 100% satisfied with the quality and design, you may return the uninstalled kit to us for full refund. For free material samples, order part #878-900.

Front Seat Kits	Black w/Black Piping	Black w/Red Piping	Black w/White Piping	Black w/Blue Piping	Red w/Black Piping	Red w/White Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan	Price
1962-68 Assembled Seat Sets - Ready to Install	641-178[1]	641-188[1]	641-198	641-208[1]	641-218[1]	641-228[1]	641-238[1]	641-248[1]	641-258[1]	$1,834.95 FREE
1962-68 Leather (Rd & GT)	641-170[1]	641-180	641-190	641-200[1]	641-210	641-220	641-230[1]	641-235[1]	641-237[1]	749.95 FREE
1969 Leather (Rd & GT)	641-310	641-320[1]	641-330[1]	641-340[1]	641-350[1]	641-360[1]	641-370[1]	641-375[1]	641-377	824.95 FREE
1962-68 Vinyl (Rd & GT)	641-100	641-110	641-120	641-130[1]	641-140[1]	641-150[1]	641-160[1]	641-165	641-167	344.95
1969 Vinyl (Rd & GT)	641-240	641-250	641-260[1]	641-270[1]	641-280[1]	641-290[1]	641-300[1]	641-305[1]	641-307[1]	449.95

GT Rear Seat Kits										
1966-68 Leather	643-210[1]	643-220[1]	643-230[1]	643-240[1]	643-250[1]	643-260[1]	643-270[1]	643-275[1]	643-277[1]	$689.95
1969 Leather	641-450[1]	641-460[1]	641-470[1]	641-480[1]	641-490[1]	641-500[1]	641-510[1]	641-515[1]	641-517[1]	649.95
1966-68 Vinyl	643-140[1]	643-150[1]	643-160	643-170[1]	643-180[1]	643-190[1]	643-200[1]	643-205[1]	643-207[1]	327.95
1969 Vinyl	641-380[1]	641-390[1]	641-400[1]	641-410[1]	641-420[1]	641-430[1]	641-440[1]	641-445[1]	641-447[1]	359.95

Panel Kits										
1962-65 Roadster Vinyl	643-280	643-290	643-300	643-310[1]	643-320[1]	643-330[1]	643-340[1]	643-345[1]	643-347[1]	$408.95
1966-67 Roadster Vinyl	643-350	643-360	643-370	643-380[1]	643-390[1]	643-400[1]	643-410[1]	643-415[1]	643-417	409.95
1968-69 Roadster Vinyl	643-490	643-500	643-510	643-520[1]	643-530	643-540[1]	643-550[1]	643-555	643-557	409.95
1966-67 GT Vinyl	643-420[1]	643-430	643-440[1]	643-450[1]	643-460[1]	643-470[1]	643-480[1]	643-485[1]	643-487[1]	409.95
1968-69 GT Vinyl	643-560	643-570	643-580[1]	643-590[1]	643-600[1]	643-610[1]	643-620[1]	643-625[1]	643-627[1]	419.95

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

*See ordering page for details



1970-80 Original Style Seat & Panel Kits

Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels, and we supply the correct fabric inserts in the late GT seat kits.

If you wish to re-do your interior to your individual taste, the three different styles of panel kits are completely interchangeable. Seat kit interchangeability is more complicated. The basic seat frame was unchanged from 1970-80, but cushion and headrest design changed. 1970-72 seats can be fitted with the later foam seat cushions, then covered with the 1973-76 covering kits. MGB-GT seats from 1973 on had nylon fabric inserts. The fabric seat kits will fit 1973-76 roadsters or 1970-72 roadsters equipped with the later-style seat cushions.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, door window brush seals, and sufficient vinyl to cover the roadster cockpit and door top rails. Material samples may be had by ordering our free sample card #878-120.

All front seat kits include covers for both front seats.

Note: Champagne (beige) replaced Autumn Leaf from 1978-80. At this time, Ochre materials are not available.

Front Seat Kits	Black	Navy	Ochre	Autumn Leaf	Champagne	Price
1970-72 Vinyl (Rd & GT)	641-520	-	-	641-550	-	$479.95
1973-76 Vinyl (Rd)	641-560	-	-	641-590	-	538.95
1977-80 Vinyl (Rd)	641-600	-	-	641-630	-	489.95
1973-76 Fabric (GT)	641-680	-	-	641-685	-	504.95
GT Rear Seat Kits						
1970-76 Vinyl	641-640	-	-	641-670	-	$314.95
1973-76 Fabric	641-690	-	-	641-695[1]	-	309.95
Panel Kits						
1970 Vinyl (Rd)	643-635	-	-	-	-	$362.95
1970 Vinyl (GT)	643-645[1]	-	-	-	-	362.95
1971-76 Vinyl (Rd)	643-630	643-640	-	643-660	-	362.95
1971-76 Vinyl (GT)	643-710	643-720	-	643-740	-	362.95
1977-80 Vinyl (Rd)	643-670		-	643-700	643-705	362.95
Headrests (sold individually)						
(1) 1970-72 Vinyl (Eared type with perforated vinyl)	649-100	-	-	649-130	-	$90.95
(2) 1973-76 Vinyl (Eared type with plain vinyl)	649-140	-	-	649-170	-	90.95
(3) 1977-80 Vinyl (Teardrop type)	641-607	641-615[1]	-	641-636	-	90.95

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

Complete Roadster Interior Packages

Refurbish your entire interior and save at the same time with one of our complete interior packages! While the panels and seat kits are of the 1973-76 pattern, they fit and look great on all 1970-80 MGBs.

These kits include: panel kit, seat kit, carpet kit, door top cap set, center console lid, door panel clip set, armrests, gearshift boot, seat back and cushion foams, seat back panel boards, headrests, seat webbing kits, and door seal set.

Black	111-608	$1,859.95 FREE
Autumn Leaf	111-708	1,859.95 FREE

1971-80 Original Style Door Panel Pairs

Because sometimes that's all you need.

1971-76 Black Door Panels	643-631	$139.95
1977-80 Black Door Panels	643-671	129.95



SAME DAY SHIPPING* order by 3 p.m.

MADE IN THE U.S.A.

1970-'80 Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than fiberboard
- Plywood stiffeners are used rather than cardboard



Custom Deluxe Upholstery

Our Custom Deluxe Interior Kits emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers are carefully stitched for exact fit and plush contour, giving your seats a feel of true luxury. Door panels are stitched rather than heat-welded to complement the seats.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadsters, rear deck insert panels for GTs, new door window brush seals, and leather to cover roadster door top rails. We recommend using the early style fur-fabric/rubber door seal to match the appearance of the rest of your interior. (See pages A19 and 100 for door seals.) We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit. Material samples may be had by ordering free sample card #878-900.

Leather Custom Deluxe Front Seat Kits	Black w/Black	Black w/Red	Black w/White	Red w/Red	Tan w/Tan	Honey Tan w/Tan	Price
1970-72	641-700	641-705[1]	641-710[1]	641-715[1]	641-720[1]	641-722[1]	$869.95 FREE
1973-76	641-725	641-730	641-735[1]	641-740[1]	641-745	641-747[1]	959.95 FREE
1977-80	641-750	641-755	641-760[1]	641-765[1]	641-770	641-772[1]	999.95 FREE
Leather Custom Deluxe Rear Seat Kits							
1970-76 GT	641-850[1]	641-855[1]	641-860[1]	641-865[1]	641-870[1]	641-872[1]	$569.95
Vinyl Custom Deluxe Panel Kits							
1970-80 Roadster	643-750	643-760	643-770[1]	643-780[1]	643-790	643-792	$499.95
1970-76 GT	643-800[1]	643-810[1]	643-820[1]	643-830[1]	643-840[1]	643-842	489.95



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



Roadster Light-Tan Deluxe Interior

One part number will change the entire look of your MGB. Available in easy to care for vinyl or supple, long wearing leather. Includes: complete panel kit (1971-75 design), door cappings, center console lid, shift gaiter, black door pulls, custom seat covers, foams, diaphragms, backboards, and an edge bound carpet set with molded transmission tunnel. For Roadsters only.

Vinyl Seats 1970-80	111-808	$1,699.95 FREE
Leather Seats 1970-80	111-809	2,195.95 FREE



*See ordering page for details

Molded Tunnel Carpet Kits

Molded kits are manufactured in the UK and have a molded center tunnel assembly which makes installation easier. Do not use the molded kit in 1962-67 cars that have been converted to the later 4 synchro. gearbox. For free samples of our carpet material, order sample card #878-320.

1962-67 Roadster			
Black	244-300	$419.95	OS
Red	244-310	419.95	OS
1962-67 GT			
Black	244-325	$639.95	OS
Red	244-335	639.95	OS
1968-80 Roadster			
Black	244-320	$419.95	OS
Red	244-330	419.95	OS
Autumn Leaf	244-340	419.95	
Tan	244-272[1]	419.95	
Navy	244-345	419.95	OS
1968-76 GT			
Black	244-245	$639.95	OS
Red	244-260	639.95	OS
Autumn Leaf	244-265	639.95	
Tan	244-277[1]	639.95	
Navy	244-285[1]	639.95	OS

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

Moss Manufactured Carpet Kits

We create these kits in our own upholstery shop from domestically sourced carpet. The center tunnel is supplied flat and does require more fitting, but this allows a more original look. Free samples of the carpet used in this line of kits may be ordered under part #878-905.

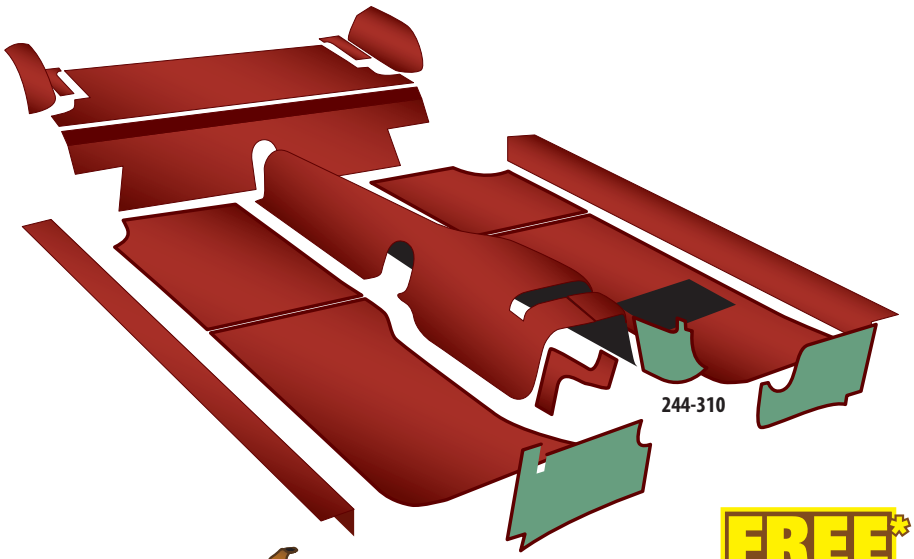
1962-67 Roadster			
Black	242-765	$254.95	OS
Red	242-766	254.95	OS
Honey Tan	242-767	254.95	OS
1962-67 GT			
Black	244-415	$499.95	
Red	244-420[1]	499.95	
Honey Tan	244-425[1]	499.95	
1968-80 Roadster			
Black	244-315	$234.95	
Red	244-355	299.95	
Brown	244-375	284.95	
Honey Tan	244-377	299.95	
1968-76 GT			
Black	244-435	$399.95	
Red	244-440	429.95	
Brown	244-445[1]	429.95	
Honey Tan	244-450	429.95	

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

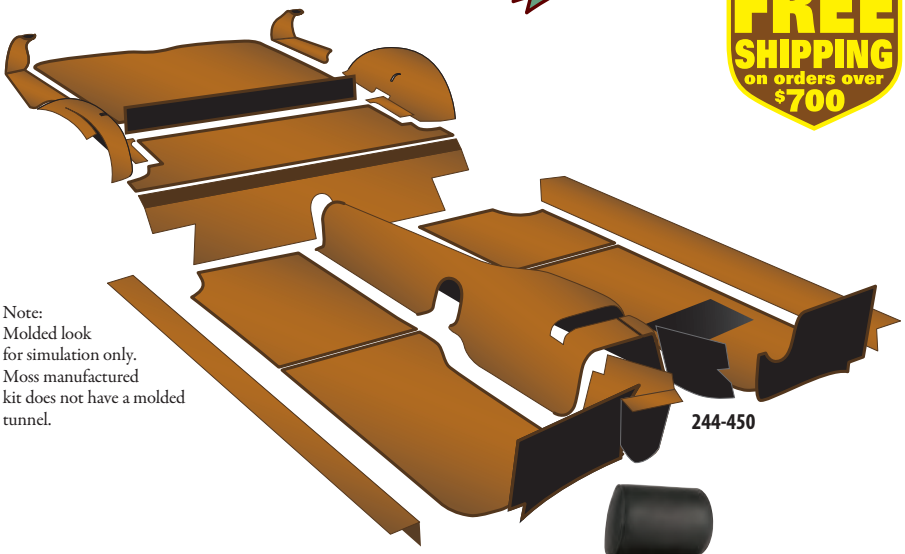
Carpet Sets

We offer a choice of carpet kits. Both kit lines are made of high quality cut pile automotive carpet, which is very similar to the factory original. All carpet sections are finished as original with heavy padding, bound edges and hardboard panel backing where fitted. Installation hardware is included; so adhesive, trim tools, care and time are all that are needed to create a result you can be proud of. As replacement rubber floor and sill mats for 1962-'76 models are not readily available, both kit lines include carpet for these areas. The GT kits also include material for the rear quarters, rear deck and rear seat back.





FREE* SHIPPING on orders over $700



Note: Molded look for simulation only. Moss manufactured kit does not have a molded tunnel.

Classic Leather Seat Set

Our handcrafted leather faced seats combine modern frame design and support with a classic look that is tailored to fit your MGB. The adjustable contoured back and headrest provide superior lateral, lower back and neck support. Installation is straightforward and instructions are included. Sold as a pair, in black only.

Classic Seat Set, Black	641-315	$1,699.95	FREE

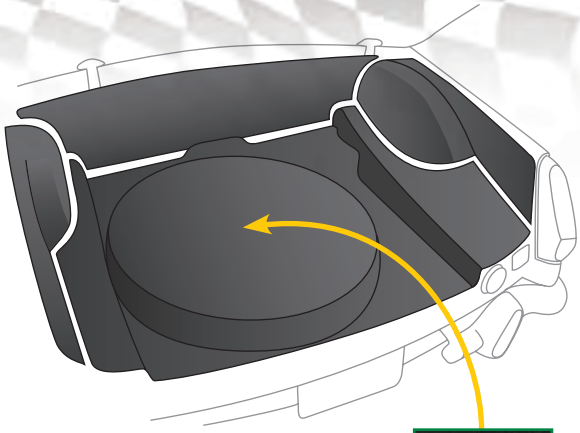




without



with



Basic carpet kits feature an embroidered MG logo on the spare tire cover. Molded kits have no logo.

Cut Pile Red | Cut Pile Black | Cut Pile Brown

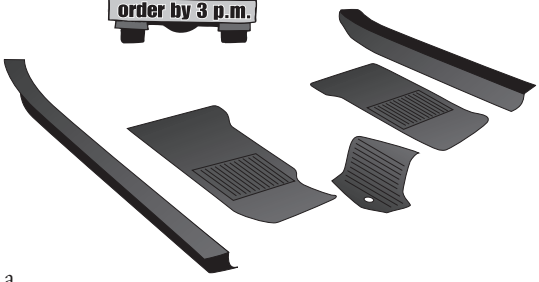
SAME DAY SHIPPING* order by 3 p.m.

Trunk & Spare Tire Carpet Kits

Unless you seek 100-point originality, your MGB roadster should have one of our beautifully fitted carpet sets in the trunk! Available in black, red or brown nylon cut pile (matching our interior carpet kits), the trunk set includes a tailored spare tire cover. We also offer fully molded carpet sets that make installation a breeze. Go from chipped and rusty paint to plush carpeting literally in a matter of minutes. Molded kits are available in black or light tan.

Molded Carpet Kits		
Black	244-250	$315.95
Light Tan	244-255	315.95
Basic Carpet Kits with MG Logo		
Trunk & Spare Tire Carpet Kit - Black	242-850	$154.95
Trunk & Spare Tire Carpet Kit - Red	242-855	184.95
Trunk & Spare Tire Carpet Kit - Brown	242-875	154.95
Spare Tire Cover Only - Black	242-860	66.95
Spare Tire Cover Only - Red	242-865[1]	66.95

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



Rubber Mats

Sill cover mats, 1968-76 floor mats and starter covers are still being produced on original tooling. Early floor mats are not available. All available in Black only.

1962-67 Floor Mats		
Sill Cover Set	282-738	$89.95
Starter Cover	283-080	59.95
Floor Mat Fastener	226-338	2.25
1968-76 Floor Mats		
Sill Cover Set	282-738	$89.95
Starter Cover	283-090	57.95
Front Floor Mat Set	283-018	109.95





Hushmat

When Hushmat said its easy-to-install insulation reduced heat transfer into the cabin by 40%, we had to see for ourselves. In the kit there are instruction for MGB and TR2-3A, but the pieces are generic, easy to cut, and fit all British sports cars. The insulation sticks firmly onto the footwell and center console, and what a difference it makes. Not only was our car significantly cooler, it was a lot quieter, too. With a name like Hushmat, that shouldn't have been a big surprise. Includes eight 12" x 23" pieces.

Hushmat	409-013	$129.95

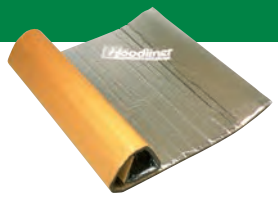
Reduce Heat & Noise...



Dynamat

Sound control super insulation. Install on doors, floors or firewall. Dynamat's modified asphalt polymer deadens body panel vibrations. The 5 mil. aluminum top layer combines heat resistance with noise deadening. Four 1' x 3' sheets.

Insulation	409-026	$159.95



Dynamat Hoodliner

Dynamat Hoodliner absorbs engine noise with ¾" thick sound soaker urethane foam and prevents hood paint failure. Reflects 97% of radiant heat while providing engine insulation. 32" x 54".

Hoodliner	409-005	$149.95



Heatshield Material

This foil covered insulation, reduces unwanted heat, cold and sound inside the 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 moister like it's jute or cotton counterparts. Being lightweight and easily managed, it is sold in 4' x 6' sheets which can be cut to fit with just scissors or a sharp knife.

Heat Shield Material	409-016	$36.95
Heat Shield Adhesive - 13 fl. Oz	409-036	20.95

*See ordering page for details

Floor Mat Buyers Guide:

Floor mats are intended to preserve and protect the carpet beneath it. Some MGB owners will choose our high quality rubber floor mats knowing their paths cross dirt enough to warrant the protection. Others, looking for the ultimate in comfort and attention to detail, will treat their floors and their feet to Ultra Plush Mats. The difference in quality between an Ultra Plush and a factory mat is significant not only for its luxurious feel and durability, but also for sound insulation.


O.E. Style

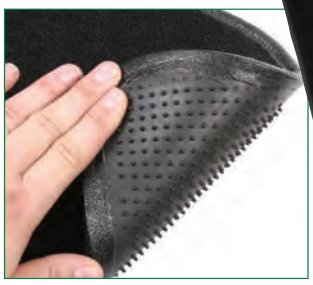

Ultra Plush



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.

1962-67	241-840	$39.75
1968-80	241-850	34.75





Ultra Plush Embroidered Mats

Custom tailored for a perfect fit, these mats are made with an ultra-dense plush carpet and non-slip rubber backing. Features embroidered 3½" logos.

1963-67	240-720	$144.95
1968-80	240-730	144.95

We have articles, stories and technical data that goes back decades.

Moss Motoring

Take a look at our all-new Moss Motoring

www.MossMotoring.com



Door Sill Plates

Our door sill plates are easy to install. Add a custom touch while protecting your door sills from scuffs and scratches. Set of two.

Polished Stainless	240-630	$28.75



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	$34.95



Satin Alloy Heel Plate

Measuring 10½" x 6½", this pad is a perfect complement to our alloy pedal sets. The thick plate is machined for serious grip and has four holes for countersunk screws or bolts to attach to the floorpan or carpet. Prevents carpet wear while giving improved heel location under spirited driving.

Heel Plate	906-235	$64.95





cut away
detail of knob

FREE* SHIPPING on orders over $700



Shift Knobs

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

Leather Crested		
MGB 1963-76	234-015	$27.95
MGB 1977-80	234-035	27.95
Wood Crested		
MGB 1963-76	234-010	$28.95
MGB 1977-80	234-030	28.95



Leather Steering Wheel Cover

This premium grade black leather cover is custom tailored to fit 16½-17" rims. Simple installation results in a quality factory-fitted appearance.

Steering Wheel Cover	222-315	$63.95



Limited Edition Wheel

Excellent reproduction of the hand-stiched padded leather wheel originally fitted to the 1979-'80 Limited Edition MGB. Use your original "LE" hub or the reproduction assembly. The conversion kit allows fitting to 1970-'76 MGBs - something you can't do with an original LE hub.

1970-76 LE Wheel Kit	263-738	$259.95
1977-80 LE Wheel Kit	263-748	259.95
LE Steering Wheel only	263-740	219.95

Moto-Lita Steering Wheels

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

Wood Rimmed Steering Wheels		
14" 3-spoke Polished/Drilled	499-560	$369.95
15" 3-spoke Polished/Drilled	499-540	369.95
15" 3-spoke Polished/Teardrop	499-580	369.95
Wood Rimmed Wheels		
15" 4-spoke Polished/Solid	454-245	$469.95
Leather Rimmed Steering Wheels		
14" 3-spoke Polished/Drilled	499-520	$369.95
Accessories		
Polished Ring Kit	905-635	$29.95



*See ordering page for details



OE Style Solid Wood

Styled like the original, but crafted in rich solid wood. Includes hub and center cap.

1970-76	263-728	$259.95
1977-80	263-758	259.95



Wheel Adapter Hub Kits

Complete kits include hub, horn push and emblem. For fitment of Tourist Trophy and Moto-Lita steering wheels. Comes with a 46mm enamel emblem.

46 mm Enamel Emblem		
1962-67	454-366	$119.95
1968-69	905-468	149.95
1970-76	905-482	95.95
1977-80	905-486	95.95
Repl. Horn Push Only	905-646	28.95
46mm Enamel Emblem - MG Logo	905-696	19.95

CHOOSE YOUR SIZE:

14"	15"
• More Thigh Room • Faster Response	• Easy Steering • Classic Look



489-090
Extra Thick
Solid Wood Rim



TOURIST TROPHY®

Tourist Trophy Wheels

Tourist Trophy offers a complete selection of wood and leather steering wheels for most British cars and they are the best looking wheels we have found. Your choice of finish, material, grain, width and feel. It's the perfect way to personalize your interior. Made to the highest standards using aluminum frames for lightweight strength. Requires adapter hub sold separately.

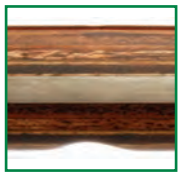
Solid Wood Rimmed Steering Wheel		
15" 3-spoke Matte/Drilled	489-090	$299.95
Laminated Wood Rimmed Steering Wheels		
14" 3-spoke Matte/Drilled	489-070	$299.95
15" 3-spoke Matte/Drilled	489-060	299.95
15" 3-spoke Matte/Slotted	489-080	299.95

MORE INFO ON WEB





Solid Wood Rim



Laminated Wood Rim

Leather Rimmed Steering Wheels		
14" 3-spoke Black/Drilled	489-040	$249.95
14" 3-spoke Matte/Drilled	489-030	249.95
15" 3-spoke Matte/Drilled	489-020	249.95
15" 3-spoke Black/Slotted	489-050	249.95
Accessories		
Polished Ring Kit	905-635	$29.95

BEAM'S SEATBELTS

Beams seatbelts 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.



Direct Replacement Seatbelt Kit for 1973-80 MGB

This complete kit includes all the hardware to correctly and safely mount new retractable 3-point seatbelts into the 1973-80 MGB Roadster or GT. This is not a generic kit, or replacement belt, but a properly engineered kit with correct mounting hardware for the car. This kit can be installed in earlier cars if the later weld-in captive nut plate is installed in the rear wheel well. GTs require additional brackets sold separately.

1973-80 Belt Kit	222-030	$269.95
Weld In Captive Nut Plate	222-185	23.95
Anchor Brackets for 1973-on GT, pair	222-158	45.95
Emblem, MG - Each	905-696	19.95





Vintage Style Seatbelt

Black webbing with solid steel, chrome plated aircraft style buckles. Sold individually. The substantial webbing length can be trimmed for safe operation. Mounting hardware included.

2-Point Belt, Short (38" adj. side, 20" tongue side)	222-234	$24.95
3-Point Belt, Short (93" shoulder, 12" lap)	222-204	$43.95
2-Point Belt, Long (38" adj. side, 30" tongue side)	222-235	$24.95
3-Point Belt, Long (93" shoulder, 20" lap)	222-205	$43.95
Emblem, MG - Each	905-696	19.95



Standard Seatbelt

Sold individually with alloy steel mounting hardware.

Standard Seatbelt	222-215	$23.95



3-point Inertia Reel Seatbelt

Strapping on a seatbelt should be simple, but replacement inertia reel belts for pre-1976 MGBs had short receivers. If the seat was moved forward, buckling was a struggle. Our new belt—officially "wife approved"—has a correct-sized receiver for all drivers. Belts are sold individually and include mounting hardware. GTs need brackets, sold separately.

Black 3-point seatbelt	222-216	$129.95



Inertia Reel Seatbelt

Angle-sensitive belts are fussy, grabbing even if you're just parked on a hill. Inertia Reel Seatbelts grab when pulled rapidly—as they should. We have American made inertia reel seatbelts, suitable for 1973 and later MGBs. Black with a stalk mounted receiver similar to that originally fitted. GTs need brackets, sold separately. Includes mounting hardware. Sold individually.

Black Seatbelt	222-025	$94.95
Anchor Brackets for 1973-on GT, pair	222-158	45.95



Ignition Key Blanks

Original keys are extremely rare. Keys are blank and must be cut locally. Order by the series number of your original locks.

	Crested $10.95	Non-Crested $5.95	BL Style $16.95
MRN Series	163-310	163-510	-
FA Series	163-320	163-535	-
FS Series	163-330	163-545	-
FP Series	163-340	163-550	-
AA Series	163-370	-	163-375
MG Series	-	-	163-365
RV Series	163-380	-	163-355
WS Series	-	-	163-345
BL Series	-	-	163-335

Vintage Competition Belt

Quick release buckle with mounting hardware included. Sold individually.

Vintage Comp. Belt	222-211	$99.95





Seatbelt Shoulder Pads

Comfort, with a dash of color.

Red Logo, pair	231-300	$27.95
White Logo, pair	231-301	27.95



Seatbelt Guides

These clever guides keep your shoulder strap properly over your shoulder, and also keep your strap at the ready. You also won't have to untangle the belt or go hunting for it back behind your seat. Made of tough but flexible black plastic with UV inhibitors for long life. Installs by removing your headrest and simply sliding on for a friction fit. No tools required.

1970-80 - Pair	222-188	$33.95



Seat Savers

Cool, comfortable, washable heavy-duty poly/cotton blend seat covers. Storage pocket on the backrest. Sold in pairs.

1970-80 Tan	237-360	$136.95

***See ordering page for details**

NEW



Custom Seat Covers

Seat covers are a less expensive option to full reupholstery, but don't think these are "cheap" by any means. The covers we offer are made to very specific seat patterns to guarantee impeccable fitment, and the materials are all top notch, comfortable and wear-resistant. These are not generic covers. Sold as pairs and include covers for both styles of headrest.

- Velour: Soft and inviting fabric that's UV protected against fading. Polyester is highly breathable and is slightly stretchy for a snug fit.
- EuroSport: Dual knit style fabric for terrific airflow and is compression resistant. UV and abrasion treated for maximum protection, with reinforced seams for maximum durability.
- Leatherette: Feels incredibly similar to real leather with better wear. UV protected, this material is so sturdy you can simply wipe clean with a wet cloth. No need for the extensive care that leather requires.

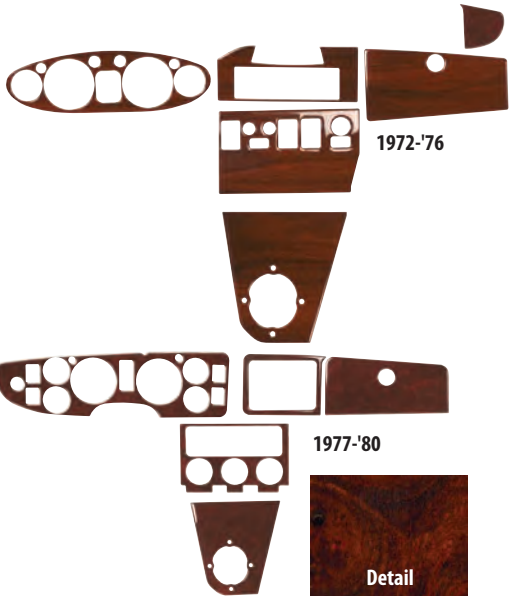
1970-80 - Velour - Black	237-601	$244.95	1970-80 - EuroSport - Black	237-610	244.95
1970-80 - Velour - Beige	237-600	244.95	1970-80 - Leatherette - Black	237-615	279.95

Inflatable Lumbar Support



Manually operated adjustable pneumatic lumbar support fits easily under the seat back upholstery of most cars. Simply pump it up to fit your back.

Lumbar Support	650-100	$49.95



1972-80 Burlwood Look Dash Kits

These authentic looking trim kits add warmth and beauty to your car's interior. Our multiple piece sets install easily and the advanced adhesive backing and UV-resistant finish ensure years of enjoyment.

1972-76 Dash Kit	453-831	$209.95
1977-80 Dash Kit	453-841	239.95



1962-67 Walnut Dash

Upgrade your early MGB interior with the elegant look of walnut veneer. Steel backing provides lasting strength. Mounts directly to the original dash surface. Made in England.

1962-67 Dash Kit	233-611	$429.95

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. Fits MGB 1962-67, roadster to 138400 and GT to 139470. Lettering and the scales may differ from the instrument in your car.

1962-67	361-761	$149.95



Seat Towels

Don't toss any old towel over your seat to protect your upholstery! This Seat Towel is designed especially for your seats, and features the Union Jack flag in full color or black and white. Made from cotton terrycloth, this cover is easily removed and installed, and machine washable.

Union Jack		
Red/White/Blue	216-590	$42.95
Black/White/Grey	216-591	42.95
Black		
Checkered & Union Jack	216-592	$42.95





Seat Heater

A little warmth in the right place can really make driving more comfortable. This therapeutic seat heater has dual zones and two settings to keep your bottom 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.

Seat Heater Kit	903-251	$79.95



Dash Top Pad Covers

Revitalize your old cracked dash top pad with this molded ABS cover. Comes complete with adhesive and instructions.

1968-71	453-890	$59.95
1972-76	453-895	59.95
1977-80	453-905	59.95



Folding Windblocker by Cobalt

Another Moss Motors exclusive! High quality aluminum framed mesh windblocker with a Moss-designed bracket set. The windblocker folds down when not in use, and has about 1½" of vertical adjustment for a perfect fit. The brackets fit under the top frame or tonneau brackets, and installation takes just about half an hour.

Mesh Windblocker	458-328	$279.95



Windblocker

Cut down on wind noise and buffeting. Easily installs to cut down fatigue on long trips.

Windblocker	458-290	$249.95



Redesigned Map Pocket

Made of black ABS plastic—just like the center console—our map pockets are far more durable than the fiberboard the factory used. The new design is more functional than the original and can be screwed either into the kick panel or the door. This storage solution can be painted or covered in carpet or vinyl to match your interior panels. Available for both passenger and driver sides.

Map Pocket, LH	389-105	$37.95
Map Pocket, RH	389-110	37.95



Original Ashtray

Whether it's holding the ashes of your favorite vice or change for the parking meter, the original Wilmot Breeden is one handy tray. The chrome-plated lid has the original distinctive grooves and, for ease of cleaning, the zinc-plated steel insert is removable. The black steel base is secured to the transmission tunnel with two screws, such as #323-360 (not included).

Original Ashtray	241-000	$42.95



Center Console & Armrest

Similar to vintage aftermarket consoles made by Amco some years ago. Black grained ABS thermoplastic base with leather covered armrest. A large storage compartment is located under the armrest pad and a cup holder is located in the forward portion.

MGB/MGC 1962-71	453-800	$119.95



Rubber Console Liner

A soft rubber pad that protects the recessed screw holes from getting full of the Chapstick you left in 105-degree heat. Plus it's removable, so you can easily clean up that same Chapstick!

1972-on	453-754	$14.25



Deluxe Windblocker

Imported from England, this mesh screen is finely crafted with a sewn leather wrap. The screen deflects wind from the back of the neck and cuts down buffeting at highway speeds. Attaches to the soft top locating points. The screen may be left in place when the top is up.

Deluxe Windblocker	458-298	$472.95



Console Cup Holder

Enhance your MGB with this truly custom cup holder! This is not your usual generic cup holder, this is custom molded to fit the trapezoidal-shaped area just in front of the shifter, and looks like original equipment. Made from black, textured ABS just like the console it sits on, it fits two beverages - from small cups and cans to medium sized bottles and mugs. No fasteners are necessary, simply set in place, and it is trapped in position. Removal is just as simple.

Console Cup Holder 1972-80	453-756	$35.95



MGB Console Coin Dish

Molded plastic tray replaces ashtray in 1972-80 MGB. Convenient for coins and small items.

Console Coin Dish	900-065	$9.95

*See ordering page for details





Expandable Cup Holder

Retractable cup holder mounts nearly anywhere. The arms adjust in or out to the size of your container, and it folds up when not in use.

Black	222-090	$11.95





Drink Holder

Oversized 3¼" diameter opening will receive any cup and hold it securely. Sturdily constructed and flocked in Charcoal Grey material to complement any interior. Best of all, it is secured in place by sliding over the edge of your floor mat so you can use it in any automobile.

Large Drink Holder	100-785	$24.95

OEM Style Cigarette Lighter Kit



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.

OE Style Lighter Kit	142-270	$9.75
Underdash Bracket	142-271	7.95

Auxiliary Switch



This is a standard single pole, two position (on-off) rocker switch. It will fit the blanked holes in the late MGB dash and steering column cowl. Suitable for fog lamps, electric fan override or ejection seat arming.

1977-80	141-405	$27.75



Stalk Caps

Caps for the ends of your wiper and turn signal stalks finish off your interior. Sold in pairs.

1968-80 Stainless Steel	141-775	$10.95
1968-80 Black	141-780	12.95



Dead Pedal | Clutch Pedal | Brake Pedal | Accel. '68-'74½ | Accel. '74½-'80

Billet Pedal Cover Kits

Serious pedal covers for serious drivers. These covers are grooved for traction and feature the bold MG logo. A Moss Motors exclusive, drilling is required as these custom fit covers are bolted to the original pedals to ensure they stay put no matter how hard you drive. Each of the three piece kits has the correct accelerator pedal cover for the model. The two piece set will fit all MGBs.

3 Piece Kit 1968-74½	190-780	$69.95
3 Piece Kit 1974½-80	190-785	69.95
2 Piece Kit (Clutch, Brake)	190-790	52.95
Dead Pedal 1968-80	190-795	76.95



Velour Door Seals

Originally fitted to early cars, these velour material door seals are a more luxurious option for later cars. We offer two types of seal. Bristleflex brand which is sold in sets and a bulk Furflex seal which is sold by the yard. Both seals feature a steel wire core that clamps securely and a correctly sized bulb to ease installation and improve sealing. Bulk seal lengths needed:

- MGB Roadster - 4 yards
- MGB GT - 7 yards
- MGB GT quarter window - 4 yards

Bristleflex		
RD Door Seal Set, Black	259-810	$186.50
RD Door Seal Set, Honey Tan	259-814	269.95
GT Door Seal Set, Black	259-815	339.95
Bulk Furflex		
Black - per yard	249-607	$19.95



Sun Visor Kit

Sun visors were a factory option from 1962 to about 67, and these kits are intended for those of you with cars not so equipped. Includes two black vinyl visors and all necessary brackets and hardware.

Visor Kit	224-108	$76.95



1962-67 Gas Pedal Extensions

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

Paddy Hopkirk Pedal	900-315	$31.95
Extension	117-745	11.95

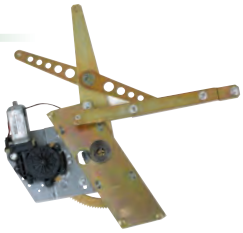


Chrome Door Pull & Window Winder

While standard pulls and winders are bound to break with normal use, these are attractive and durable alternatives to the original plastic components. Sold individually, order screws separately.

1962-71 Door Pull	803-440	$19.75
1968-80 Winder	472-540	19.75

Power Windows



This complete kit replaces the entire window winder mechanism, and includes switch pods, wiring harness, electric motor and mechanism, and features full instructions with all needed templates.

1968-80	299-000	$429.95

ROBBINS® AUTO TOP COMPANY, INC.

Robbins' Features:

Computerized Cutting - Gerber Cutter cutting technology to ensure all pieces are the correct shape and size.

Factory Designs Improved - Robbins improves upon factory designs by adding reinforcements, better heatsealing processes, and other proprietary manufacturing techniques to produce the highest quality tops available.

Heatsealed Reinforcements - All seams are double stitched and heatsealed for extra strength and to prevent side to side shrinking. Seams will not bubble or fail over time as do glued reinforcements.

Plastic Window - Ultra-clear 40 gauge plastic with a UV resistant coating. Will hold up longer than any other plastic window material against UV damage and common scratches.

Innovation - Robbins has been granted numerous patents for their innovative designs and techniques. They are the industry leader.

Since 1943 - Family owned and operated by three generations of Robbins family. Their experience is unmatched in the industry. All products are still made in the factory in Ventura, California.













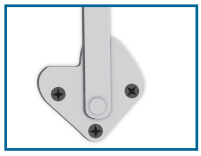
	Crush Grain (Similar to Original)	English Vinyl (Everflex)	Stayfast Cloth (Luxury Look)
Material	The best American vinyl tops we've seen, period. By using Haartz Supreme 36-oz. pinpoint-grain vinyl (backed with pre-shrunk cotton cloth), you get a superior product. For greater durability and to ensure the seams remain water tight, seams are stitched, then electronically sealed.	If you want your top to be as close to original as you can get, this is the only material to consider. Made in England and imported by Robbins, this material is accepted as original.	Stayfast fabric uses 100% acrylic surface cloth, laminated to a pre-shrunk cotton backing cloth. Stayfast is engineered for high tensile and tear strength, but the fabric stays soft, supple and color-fast. Stayfast canvas resists fading and shrinking better than vinyl and does not stiffen up at lower temperatures.
Window	The 40-gauge rear window is made from Regalite B.U.V. Ultralight plastic, which offers superior resistance to UV rays and scratches.		
Warranty	Full 6 year (72 Months) on material and craftsman ship. 1.5 years (18 Months) warranty on labor when professionally installed.	Full 1 year (12 Months) on material and craftsman ship. 1 year (12 Months) warranty on labor when professionally installed.	Full 6 year (72 Months) on material and craftsman ship. 1.5 years (18 Months) warranty on labor when professionally installed.

Top Frame Identification Guide

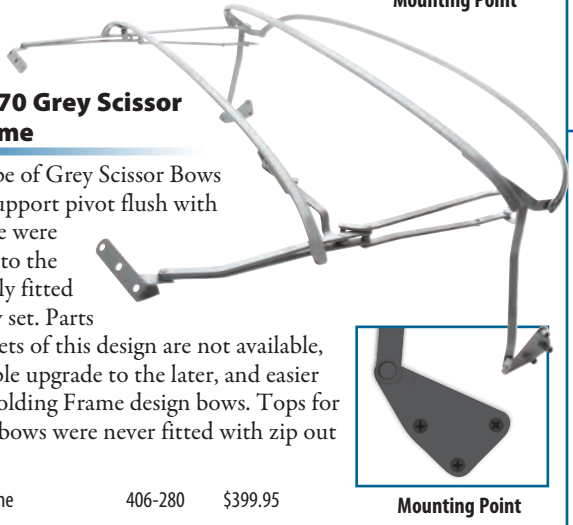
The top frame is the key to purchasing the correct top for your MGB. Many of the top frames are interchangeable and many times the previous owners have changed them out much to the amazement and chagrin of the current owner. Never assume your top frame is original.

1962-Early '63 Grey Scissor Folding Frame

The first type of Grey Scissor Bows is very rare, as they were replaced by a better design after only a few months of production. They can be identified by the main support pivot point being about 2" above the cowl. Because of its rarity, there is a limited selection of tops available and it may be difficult to get a perfect fit.


Mounting Point

1962-Early '63 Scissor Frame	406-270	NA



Later 1963-70 Grey Scissor Folding Frame

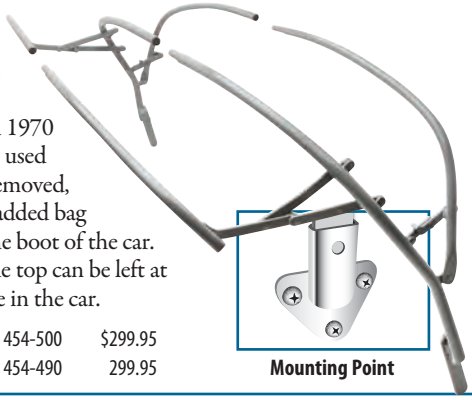
The second type of Grey Scissor Bows has the main support pivot flush with the cowl. These were the alternative to the more commonly fitted removable bow set. Parts and new bow sets of this design are not available, and many people upgrade to the later, and easier to use, Black Folding Frame design bows. Tops for grey fold-back bows were never fitted with zip out rear windows.

Mounting Point

1963-70 Scissor Frame	406-280	$399.95

1962-70 Grey Stow-Away Frame

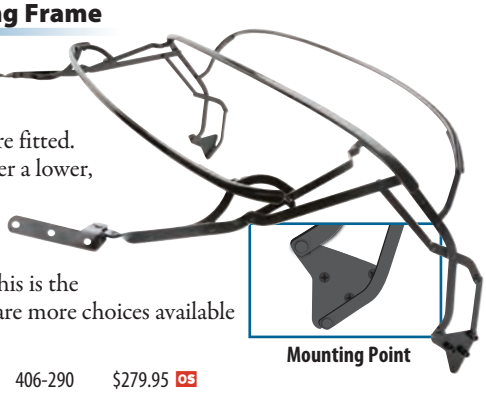
This bow set was supplied originally from 1962 through 1970 and fits into the same sockets used for the tonneau bar. When removed, the top frame is stored in a padded bag alongside the folded top in the boot of the car. When the weather is clear, the top can be left at home increasing storage space in the car.


Mounting Point

1962-70 Stow-Away Frame - LH	454-500	$299.95
1962-70 Stow-Away Frame - RH	454-490	299.95

1971-80 Black Folding Frame

From 1971 through the end of production a third design of black painted fold-back bows were fitted. These are easier to fold, offer a lower, more aerodynamic profile and the tops came with zip-out windows as original from 1977. Since this is the most popular frame, there are more choices available in tops.


Mounting Point

1971-80 Folding Frame	406-290	$279.95 OS

*See ordering page for details



Convertible Tops

Over the years the MGB was equipped with four different designs of top bows. Early cars came with either the stow-away top, or a grey folding frame that scissored towards the center of the car. 1971-80 cars were equipped with an improved black painted folding bow set. All of the frame sets are interchangeable, and we offer a wide range of tops for each design.

NOTE: ALL TOPS ON THIS PAGE INCLUDE FRONT CORNER SNAPS, BUT THEY ARE NOT INSTALLED SO YOU CAN ACHIEVE A PERFECT FIT.

	Fixed Window	Zippered Window	ROBBINS Stayfast Cloth Black	Price	Tan	Price	ROBBINS Everflex Black	Price	ROBBINS Vinyl Black	Price	Tan	Price	White	Price
1962-Early 63 Grey Scissor Folding Frame	✓		-		-		242-632[1]	$554.95	242-630	$307.95	-		-	
Late 1963-70 Grey Scissor Folding Frame	✓		-		-		242-642[1]	554.95	242-640	312.95	-		242-670	$312.95
1962-70 Stow-Away Frame	✓		-		-		242-652[1]	554.95	242-650	312.95	242-280	$312.95	242-680	312.95
1962-70 Stow-Away Frame		✓	242-990	$739.95 FREE	242-995	$739.95 FREE	242-667[1]	649.95	242-665	409.95	-		-	
1971-80 Folding Frame	✓		-		-		242-647[1]	569.95	242-645	317.95	-		242-690	317.95
1971-80 Folding Frame		✓	242-740	649.95	242-745	649.95	242-657[1]	569.95	242-655	328.95	242-295	328.95	242-695	328.95

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

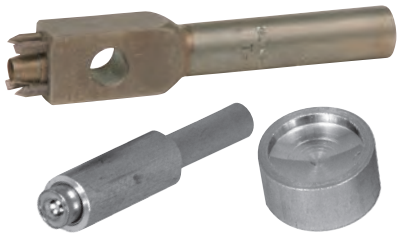
Cabriolet Tops

Deluxe UK produced "cabriolet" tops borrow from the German style of padded tops with a full headliner. The thick insulation provides effective noise reduction while the light colored headliner covers the top frame and brightens your interior. The cabriolet top has been carefully engineered to fold as easily as your original top, and it incorporates a zip out rear window for added flexibility. Available in premium quality British dull coat vinyl, or extremely durable Stayfast solution dyed acrylic fabric. Headliners are an attractive light tan color.





	Black	Brown	Price
Stayfast Cloth	242-795	242-785	$1,195.95 FREE
"Dull Cote" Vinyl	242-775	-	899.95 FREE



Top and Tonneau Tools

Lift-the-Dot Hand Punch	226-105	$67.95
Snap Tool	386-980	10.25

Tonneau Covers

Applications listed are LHD, but RHD versions may be special ordered. All snaps are included and require installation to match the fittings on your car.



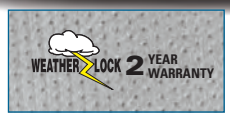
	ROBBINS Stayfast Cloth Black	Tan	Price	ROBBINS Vinyl Black	Price	White	Price
1962-67	241-441[1]	241-451[1]	$593.95	241-440	$307.95	241-450	$307.95
1968-69 (no headrest pockets)	241-444[1]	241-454[1]	593.95	241-443	307.95	241-453	307.95
1969 (with headrests)	-	-		241-460	317.95	241-455	279.95
1970-80 (no headrest pockets)	241-446	241-456[1]	582.95	241-445	296.95	241-470	317.95
1970-80 (with headrests)	241-466	241-476[1]	649.95	241-465	317.95	241-475	317.95

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



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





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 super soft fabric. The middle layer is an excellent rain barrier, while allowing for vapors to pass through. The special cotton flock inner layer pampers the most delicate paint finish. 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.

Roadster 1962-74	237-420	$124.95
Roadster 1975-80	237-430	124.95
MGB GT	237-440	124.95





Silverguard Plus

Silverguard Plus is a 300 Denier polyester material with a reflective, water resistant coating on the outer layer and a soft, non-abrasive 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 on Silverguard Plus does an excellent job of reflecting sunlight, therefore protecting your top, rubber seals and interior from premature wear. The special soft inner layer pampers the most delicate paint finish.

Roadster 1962-74	237-421	$143.95
Roadster 1975-80	237-431	143.95
MGB GT	237-441	143.95

Car Cover Accessories

Grommet	237-495	$0.50
Cable Lock	643-855	7.95
Stowage Bag	643-850	7.95





Stormproof Embroidered

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 - the results are truly a triumph for car cover users! Stormproof is uncoated and untreated, this means that even after months or years of use, it will retain the same properties as the day you purchased it! Stormproof has tested to be the most water resistant and (because there are no coatings) the most breathable car cover material you can buy. You can't go wrong with Stormproof.

Roadster 1962-74	237-425	$249.95
Roadster 1975-80	237-435	249.95
MGB GT	237-445	249.95



Triguard

Cost effective universal fit car covers can be used both indoors and outdoors to protect against dust and debris. The small size covers cars up to 13', such as the chrome bumper MGB.

Triguard Car Cover, Small	236-441	$49.95



Interior Cover

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

Interior Cover	237-900	$64.95



Front Vests

These durable vests help protect your paintwork from stone chips, bugs and other flying debris. Black vinyl, with straps that clip over your car's fender, easy attachment and removal.

1975-80	242-890	$169.95



Front Fender Well Liners

These popular UK accessories are perfect for the MGB daily driver. The molded plastic liners seal the inner front fender area, preventing salt, snow and mud from attacking your bodywork. Installation is easy and fits all MGBs.

Fender Liners	457-415	$97.75 OS

*See ordering page for details





Rubber to Chrome Bumper Conversion Kit

Although still requiring welding and bodywork, our kit makes converting the later car to the more classic look much easier. Features front and rear steel fill panels, fabricated mounting brackets, front and rear bumper assemblies with overriders, front turn signal assemblies, front valance, all hardware and complete instructions. Does not include grille assembly, order #454-140 for the early chrome grille or #455-340 for the later black honeycomb grille.

Kit w/Chrome Overriders	453-878	$1,224.95 FREE
Kit w/Rubber-faced Overriders	453-888	1,224.95 FREE



Special Tuning Air Dam

Specifically designed for chrome bumper MGBs, this is a fiberglass reproduction of the factory Special Tuning air dam as used on race and rally cars.

Fiberglass Air Dam	475-195	$99.95 OS



Urethane Air Dam

This urethane air dam is flexible and installs easily in place of the original steel front valance. Supplied in black, the air dam can be painted after appropriate preparation with plastic bumper paints. This unit is not suitable for use without bumpers as the upper edge has the required cutouts for use on rubber bumper cars. These cutouts are covered by the earlier chrome bumper allowing it to be used on earlier cars.

Urethane Air Dam	475-197	$236.95



MGB Sebring Front & Rear Valance Panels

Fiberglass reproductions of the streamlining panels fitted to the works MGBs when they raced at Sebring. The bumpers are eliminated, and these panels fill the resulting gaps for a smooth, clean appearance. As with all aftermarket fiberglass body panels, fitting these properly requires a large amount of patience and skill.

Front Sebring Valance	475-185[1]	$154.95 OS
Rear Sebring Valance	475-190	179.95 OS

[1]Will not fit MGC without modification.



Stainless Steel Rocker Cover Set

Adds a touch of brightness and can be used to cover up scratches or non-structural corrosion. Screws to the body, drilling required.

Rocker Cover Set	458-228	$224.95



Sebring-Style Front Valance with Anti-Lift Lip

Improve high speed stability with this fiberglass front end valance that's based on the classic Sebring design. This valance adds a lip that significantly reduces front end lift and improves stability and steering at high speeds. Supplied unpainted. Like all fiberglass body panels this piece will require some skill and patience in the fitting and finishing. Professional installation is recommended. Designed for a chrome bumper MGB, can be fitted to later cars if the rubber bumper assembly is removed.

Front Valance with Lip	475-187	$319.95



BL "Limited Edition" Spoiler

Fitted by the factory to MGB "LE" models in 1980, this spoiler greatly improves the looks of all rubber bumpered MGBs! Also adds a racy touch to chrome bumpered MGBs. Mounts to existing valance.

BL Spoiler	475-180	$149.95 OS



NEW



Classic Luggage Rack

When luggage racks were first supplied for the MGB, they were designed to care for the car. Long, curving bands distribute the weight of the cargo evenly across the boot. It was a precision piece of equipment. Our durable chrome reproduction of the original is built to those high standards of care as well. And to give additional protection, we provide rubber strips to separate the rack from the painted surface. All mounting hardware included.

Classic Luggage Rack	244-712	$349.95



OE Style Luggage Rack

Reproduction of the factory optional luggage rack from approximately 1974-80. This rack is a complete polished stainless steel assembly to replace dented or incomplete originals. Includes all mounting hardware.

OE Style Rack	244-010	$219.95

MOSS EXCLUSIVE!



Removable Rack

Quickly mounts with no drilling for those weekend trips. Polished Stainless Steel is strong, attractive and rust free.

Removable Rack	244-750	$339.95

Decal & Plate Kits

MGB Roadster 1962-65 (shown) - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, convertible top, heater and air filter decals.

MGB Roadster 1965-67 - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, convertible top, oil filter head, heater and air filter decals.

MGB GT 1965-67 - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, oil filter head, heater and air filter decals.

MGB Roadster 1962-65	410-125	$27.95
MGB Roadster 1965-67	410-130	27.95
MGB GT 1965-67	410-135	27.95
MGB Roadster 1968-69	410-140	27.95
MGB GT 1968-69	410-145	27.95
MGC Roadster	410-215	30.95
MGC GT	410-220	36.95
MGB Roadster 1975-80	410-225	36.95
Blank Engine Plate	117-571	2.95



1



2

Special Tuning Decals

(1) Leyland Special Tuning Abd.	117-574	$4.95
(2) Leyland Special Tuning	117-576	2.95

Magnetic Union Jack



No holes required. 5" x 3".

Magnetic Union Jack	215-330	$6.95



Pressed English License Plates

Regulation British plates are identical to those used in England in the 40s, 50s and early 60s. Semi-sheared raised letters. Up to seven letters and numbers of your choice. Pre-masked to paint the background the color of your choice.

English License Plate	307-073	$84.95

MGB Roadster 1968-69 - Includes chassis and body number plates. Screen washer reservoir, valve cover, convertible top, trip odometer, heater, battery and air filter decals.

MGB GT 1968-69 - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, heater, battery and air filter decals.

MGC Roadster - Includes chassis and body number plates. Screen washer reservoir, valve cover, convertible top, trip odometer, heater, tire pressure, oil filter head and air filter decals.

MGC GT - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, heater, tire pressure, oil filter head and air filter decals.

MGB Roadster 1975-80 - Includes chassis and car number plates. Valve cover, convertible top, trip odometer, heater, battery, fuel pump and air filter decals.

Engine Number Plate - Comes blank and ready to stamp. Replace your missing or corroded plate.



Magnetic Country Oval Tags

Show your allegiance with a magnetic badge - either to a country or to your frame of mind. Protective UV coating will protect your oval from fading or yellowing, magnetic for easy removal when motoring with someone without a sense of humor.

GB	230-112	$10.95
USA	102-057	10.95
Checkered Flag	102-056	10.95
Union Jack	230-114	10.95
Black Jack	230-113	10.95

*See ordering page for details



Badge Bars & Hardware

Dress up the front of your car. All are ¾" diameter. Badge Clip Kits come complete with hardware for installation.

1962-74 Chrome	244-115	$129.95
1974½ -80 Chrome	244-230	89.95
1974½ -80 Black	244-240	89.95
Backing Plate	408-577	7.85
Badge Mounting Kit - ¾" Bar	408-002	8.95
Badge Mounting Kit - 1" Bar	408-001	8.95



License Plates

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

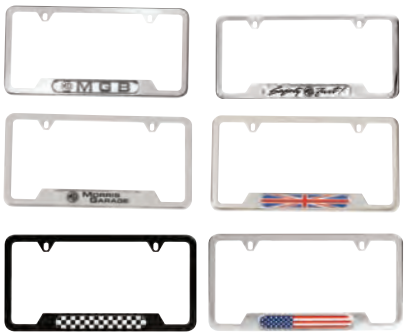
Union Jack	229-730	$10.95
MG Logo	229-735	10.95



Stainless License Plate Support

Add a touch of sparkle to your ride. Polished stainless steel resists corrosion and brightens up later rubber bumper MGBs.

License Plate Support	451-296	$49.95



License Plate Frames

Dress up your license plate with a frame. Offered in sturdy bright stainless steel, or black steel

Stainless Steel		
MGB Letters	222-796	$46.95
MG Safety Fast	222-776	46.95
Morris Garage	222-830	46.95
Union Jack	222-725	46.95
US Flag	222-723	46.95
Black Steel		
MGB Letters	222-846	$41.95
Union Jack	222-735	41.95
Checkerboard	222-737	41.95





License Plate Mount Badge Holder

Have a license plate on your car? Want to run a badge or two? This badge holder is designed to mount to the upper or lower license plate mounting screws, and accepts both standard back mount and magnetic badges!

Badge Holder - License Plate Mount	244-105	$25.95



Magnetic Badges

Displaying badges is a "classic" way to show your allegiance to a group. Badges are magnetic so they can be easily changed depending on your mood. They are the correct size to fit the badge holder but they can be mounted to any metal surface. 3" Diameter.

Badge - American Flag	103-831	$8.45
Badge - British Flag	103-832	8.45
Badge - Roundel	103-833	8.45
Badge - GB Letters	103-834	8.45
Badge - British Flag w/England	103-836	8.45
Badge - British Flag w/GB	103-837	8.45
Badge - US Star	103-841	8.45
Badge - American Flag w/USA	103-842	8.45
Badge - Canadian Maple Leaf	103-838	8.45



Cloisonné Union Jack

Designed to mount on flat surfaces. 2¼" x 1⅜". Set of 2, screws included.

Cloisonné Union Jack	229-308	$25.95



1962-74 Chrome Badge and Lamp Bar

This badge bar is designed to mount a pair of high-quality Tourist Trophy reproductions of the classic Lucas 500 series lamps (sold separately). The bar mounts behind the bumper bracket so no drilling is required.

Note: Will not fit 1970-72 without modification to lower grille finishers.

Badge & Lamp Bar	244-121	$159.95



1 2 3 4 5 6

Grille Badges

Solid baked enamel finish on a polished stainless steel back.

(1) England	408-507	$22.95
(2) U.S.A.	408-527	22.95
(3) RAC	408-547	22.95
(4) U.S. Coat of Arms	408-529	22.95
(5) MG	408-487	22.95
(6) Great Britain	408-506	22.95
Badge Bar Mounting Backing Plate	408-577	7.85
Badge Mounting Kit - ¾" Bar	408-002	8.95
Badge Mounting Kit - 1" Bar	408-001	8.95



1 2 3 4 5

Badge Bar Badges

(1) Cloisonné RAC	408-517	$54.95
(2) RAC Badge	408-695	79.95
(3) St. Christopher	408-435	99.95
(4) Brooklands	408-175	64.95
(5) Festival of Britain Badge	408-377	64.95
Badge Mounting Kit - ¾" Bar	408-002	8.95
Badge Mounting Kit - 1" Bar	408-001	8.95

NEW

Lamin-X Headlamp Shield

There are folks who take good care of their car, and then there are people who feel Fort Knox might not be quite safe enough for their LBC. For the whole spectrum of these owners we offer the security of Lamin-X. A thin, invisible layer of Lamin-X protects headlamps from stone chips and scratches, and keeps your lights looking new for years and years. Installation takes 10 minutes. Fits all 7" round headlamps.

Headlamp Shield	162-695	$24.95





Fog and Driving Lamps

Quality reproductions of the classic 5½" Lucas 500 series SLR and SFT lamps as originally fitted to many cars of the 50s and 60s.

Driving Lamps			**Covers**		
Stem Mount	162-700	$109.95	6" dia. fits 500 series lamps	162-705	$72.95
Back Mount	162-760	119.95	7" dia. fits 700 series lamps	162-865	72.95
Fog Lamps			**Replacement Bulbs**		
Stem Mount	162-800	$109.95	Driving Lamp Bulb	170-500	$5.95
Back Mount	162-770	119.95	Fog Lamp Bulb	170-510	3.90



Driving Light Clamp

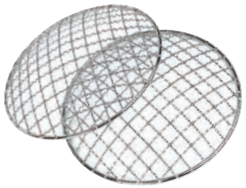
These clamps can be used to mount or 500 and 700 series fog or driving lamps to ¾" badge bars. Plus they can be used for mounting antennas or other accessories.

Chrome Light Clamp	408-579	$19.95

Headlamp Stone Guards

Heavy duty chrome plated wire mesh stone guards protect your headlights. May not be street legal. Includes hardware not shown.

Stone Guards	222-100	$11.65







3rd Brake Light Kit

Center mounted 3rd brake lights reduce accidents, so much so they have been required on all passenger autos built since 1984. Our old cars, 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	$79.95

Rear Fog and Reverse Lamps

These matched lamps have polished stainless steel cases, glass lenses, and 20W H3 type halogen light bulbs. 4½" wide, 2¼" high. 5/16" 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	$47.95
Rear Fog Lamp, Red	162-843	47.95

*See ordering page for details

LED Replacement Bulbs

LED Exterior Lighting

We've had our eyes on these for a while now. You can't help it, they're so bright! Our LEDs have the advantage of a wide angle light distribution design. And, best of all, you can install these yourself. These bulbs fit factory sockets, but require that your car be negative ground. After much searching and testing of different products, we can now say that Moss offers an LED lighting solution that measures up to our requirements.

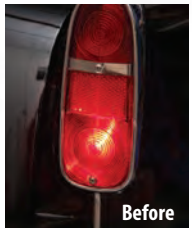
Our LEDs come in three colors

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

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.

Industry #	57	89	1157	1156
Replaces Moss #	170-100, 170-250	170-300	170-700	170-800
White	170-905	170-920	170-930	170-945
Amber	170-910	-	170-935	170-950
Red	170-915	170-925	170-940	170-955
Price	$23.95	$17.95	$27.95	$27.95





Electronic Flashers

2-Prong	141-667	$17.95
3-Prong	141-668	18.95


170-905


170-920


170-930


170-945



162-780

Hella 500 Light Kits

Nothing makes night-time driving safer than more, and brighter, lighting. Now we have 2 kits with everything you need to easily install these 6½" lights. Kits include: 2 halogen lamps, two H3 12V/55W bulbs, 2 protective stone shields, plug n play harness, 1 illuminated switch, 1 12V relay, and instructions. Lamp dimensions: 6.8" H x 6.4" W x 2.6" D.

Driving Lights	162-780	$109.95
Fog Lights	162-785	119.95



MADE IN THE U.S.A.

Headlight Relay Kit

Any British classic can benefit from adding headlamp relays. Your headlights will be significantly brighter, and the useful 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.

Headlight Relay Kit	117-515	$42.95

Hella Halogen Headlamp



Accurate optics and reflector put the light where it is needed. Safe for all vehicles originally equipped with 7" sealed beam headlamps. Sold individually.

Hella Halogen Headlamp, each	902-969	$63.95
Replacement H4 Bulb	902-998	7.95



Lucas 7" Halogen Headlamp

Made by Lucas, these high-quality headlamps come with replaceable H4 bulbs. Fits all regular 7" headlamp applications. Sold individually.

Lucas Headlamp, each	162-726	$42.95
Replacement H4 Bulb	902-998	7.95

Crystal Clear Headlamp



For a modern look, we offer Crystal Clear headlights with halogen H4 bulbs. These are DOT and SAE approved and deliver a strong focused light. The housing is corrosion resistant coated die cast aluminum and the lens is vented to prevent fogging. Sold individually.

Crystal Clear Headlamp, each	156-875	$42.95
Replacement H4 Bulb	902-998	7.95

PL700 Tripod Headlamp Set



The PL700 was fitted to many high-end 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 lamps are reputed to have been made on original tooling, but the quality of the lens silvering and detailing is not as crisp as original samples we have of the PL lamp.

Lucas PL700 Set	156-898	$149.95
Replacement Bulb, each	170-650	5.95
Bulb, quartz halogen, heavy duty, each	170-675	8.45

P700 Tripod Headlamp Set



The P700 was a step up from the standard headlamp and featured an internal tripod reflector with round center cap; our reproductions capture the look and vintage design of these lamps at a much lower price. These lamps are an entry level alternative to our 156-898 PL700.

P700 Tripod Set	156-878	$119.95
Replacement Bulb	170-600	6.45



Lucas Style Reproduction Mirrors

Flat Door/Fender Mount	223-310	$22.75
R/H Flat Lens	165-400	19.95
L/H Flat Lens	165-500	19.95
R/H Convex Lens	165-210	19.95
L/H Convex Lens	165-300	19.95

Chrome Backplate



Backplate for Lucas style mirrors is available on it's own. Chrome backplate, with Lucas logo.

Lucas logo	165-307	$14.95

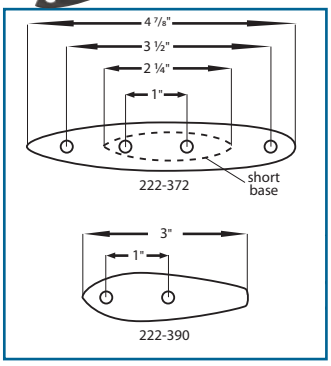


Raydyot Racing Mirrors

Raydyot mirrors were often bolted to racing and performance cars in the 1950s and 1960s. 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, too: 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.

Raydyot Mirrors	222-355	$59.95





Bullet Mirrors

The combination mirror has two base options. Short base is 2¼" with bolt holes 1" apart. Long base is 4⅞" with bolt holes 3½" apart. The oversize lens mirror has a base 3" long, bolt holes 1" apart.

Combination Mirror	222-372	$39.95
Oversize Lens	222-390	66.95



Baby Turbo Mirror

High quality new production of this popular mirror from the 80s. The design still looks fresh and gives an updated look. Reversible mount for LH or RH use.

Baby Turbo Mirror	165-350	$99.95

Mud Flaps



Durable, heavy duty mud flaps. Fits front or rear wheel arches. Set of two includes mounting hardware.

MG Logo	222-610	$18.95



Quarter Light Mirror

This popular option can be clamped to a quarter light, windshield frame or roof lip to give better visibility.

Quarter Light Mirror	165-175	$39.95

MGB Sebring Headlamp Covers & Fitting Kit



These American made reproductions are far superior to the UK produced repros periodically available, yet are much more economical. We have created a new, yet vintage-style method of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works type alloy fitting kits are available separately but are only recommended for the serious, originality conscious vintage racer. Illegal in California. Check your local restrictions.

Headlamp Cowl Kit	222-130	$159.95
Alloy Cowl Fitting Kit	222-140	49.95

Compact Air Horn Kit



Very compact yet very loud! Tired of modern (huge) traffic not noticing your classic (small) sportscar on the highway? This kit fits in a space 5½" x 4½" x 4" and produces deep tones of 115 db at 6 feet. A perfect solution for your compact classic. Kit comes with a relay, mounting bolt and nut and instructions.

Compact Air Horn Kit	545-085	$64.95

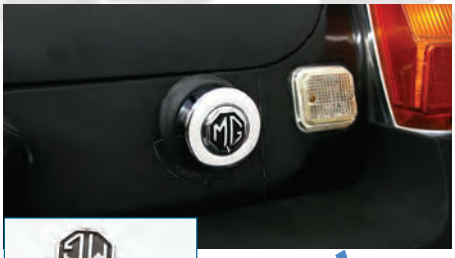


Twin Air Horns

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

Air Horns	545-080	$49.95

*See ordering page for details





TOURIST TROPHY®

Chrome Locking Gas Cap with MG Logo by Tourist Trophy

Add some security to your MGB while infusing style with this beautifully chromed gas cap adorned with the MG logo. This modern day gas cap uses the best materials to ensure it lasts. The outside base is chromed stainless steel while the swiveling MG emblem is cast from Zinc-Aluminum for superb chrome adhesion and shine. This cap has been tested in a mixture of 75% gasoline and 25% methanol to insure compatibility with all fuels. Supplied with 2 keys.

MGB 1970-74 & 1976-80 202-780 $119.95



Aston Gas Cap

Features include quick release and easy installation. This chrome Aston gas cap is theft proof. Vented.

1962-69, Chrome 117-462 $159.95



Locking Gas Cap

Chrome locking fuel filler cap. Includes two keys.

1962-69 202-760 $33.95



14" Rubber Antenna

Black. Includes 54" lead cable.

Rubber Antenna 900-716 $14.75



Fiberglass Hardtops

From Roadster to GT in one minute. A fiberglass hardtop is the ultimate accessory for comfortable year-round motoring. Hand laid fiberglass construction and aircraft grade plexiglass windows give high strength and light weight. The secure stainless steel mounting system assures tight fit and ease of removal. Comes ready to paint. Requires prepayment and surface shipping.

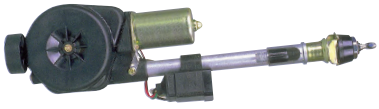
Hard Top 458-300 $1,545.00 FREE



Speedster Hard Tonneau Cover

Turn your Roadster into a Speedster with this 2-piece hard tonneau cover exclusively from Moss Motors! Precision engineered from design through manufacturing, our tonneau is made from high-quality ABS plastic - superior to fiberglass which is prone to cracking and breaking under stress. The 2-piece design was chosen so the pieces fit easily in your trunk. This kit includes the 2-piece hard tonneau cover which comes to you ready-to-paint, with all mounting brackets, mounting straps with snaps and mounting hardware for easy installation. Will not work with roll bars or wind deflectors.

Hard Tonneau 458-325 $399.95 OS



Electric Retractable Antenna

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

Retractable Antenna 386-960 $89.95



Flush Fit Radio Antenna

This collapsible antenna locks when antenna is down. Requires 9½" depth to mount.

Flush-Fit Antenna 386-970 $10.95



Raked Shorty Antenna

Small and powerful, that's the right combination. At a mere 7 inches tall and 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 $42.95



Tie Down Plates

Stop crawling around under your car hunting for a place to attach your trailer tie downs. Our rear axle tie down plates provide an easy to reach place to secure your car safely. Hooking tie downs to the chassis forces greater loads on the tie downs and could lead to dangerous stretching or breaking. By hooking to the axle, your car's suspension is allowed to move naturally. 1962-67 MGB's will require the holes to be elongated to fit. Sold in pairs.

Tie Down Plates - Pair	267-522	$39.95

Shoulder Belt Lock Button



This is the long-unavailable button which locks/releases the shoulder strap to its rear fastening point on 1968-71 cars. Most of these buttons failed years ago and owners have had to rig alternate belts or risk the belt coming loose in a rear end collision. Don't sacrifice safety for lack of this part! If yours are broken or missing, replace them. These buttons are detailed reproductions of the originals. They are properly injection molded here in the USA of durable nylon, and will last for years to come. Sold individually.

1968-71 Roadster, each	222-187	$26.95



Radiator Cowl Cover by Tourist Trophy

TOURIST TROPHY®

Precision cut from polished stainless steel, this will really brighten up the engine bay and cover up ugly factory decals or chipped paint. Shiny new bolts are provided to complete the great look.

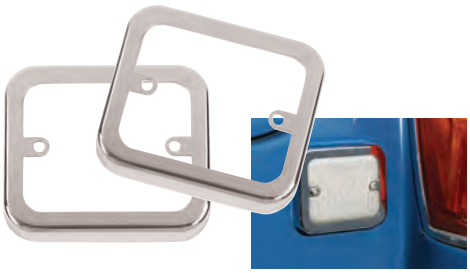
1974½-80	215-314	$119.95



Cowl Vent Cover

Die-cut magnetic sheet vinyl cover fits over your MGB's chrome cowl vent, keeping out water, debris, and cold air. Not designed for use while vehicle is in operation.

Cowl Vent Cover	215-315	$10.95



Chrome Reverse Lamp Rims

The original reverse lamp lenses have never been a thing of beauty, now that can be changed. These chrome plated brass rims fit over the original lens to brighten the rear of the car. Available individually or as a set of two with new lenses, and installation screws.

Chrome Reverse Lamp Rim	164-862	$19.95
Chrome Reverse Lamp Rim Set	164-868	49.95



Door Handle Guards

Polished stainless steel guards. Fits 1965-80. Door handles must be loosened to install. This requires removal of interior door panel.

Pair	228-745	$16.95



Leather Bonnet Straps

Bonnet Straps began life as a safety measure for racers. 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	$29.95
Tan Leather, Set of 2	222-728	49.95
Tan Leather, Each	222-729	29.95
Black Leather, Set of 2	222-602	49.95



Gas Strut Lift Kits

Hood Lift Kits - The hood will lift higher giving more access and can be opened with one hand. Requires drilling.

Trunk Lift Kits - 1962-71 cars had a steel prop rod, 1972-80 cars had a latching support strut. We offer a single strut kit for later cars if you are on a budget and don't want to drill any holes, but we recommend using dual struts if you have a luggage rack or previous damage to the trunk lid. All kits require drilling except #900-070.

Cover Sets - Add a touch of polished stainless steel to the above kits. Sold as a pair.

Hood Lift Kit		
Hood Lift Dual Strut Kit	900-072	$64.95
Trunk Lift Kits		
1962-70 Dual Strut Kit	900-074	$61.95
1971-80 Dual Strut Kit	900-071	61.95
1971-80 Single Strut Kit	900-070	40.95
GT Hatch Dual Strut Kit	900-076	87.95
Cover Sets		
Hood Lift Stainless Cover Set	900-079	$33.95
Trunk Lift Stainless Cover Set	900-078	33.95
GT Hatch Lift Stainless Cover Set	900-077	32.95



Security Door Lock Set

This high security lock set will fit all roadsters and GTs through 1980 except for the early roadster with pull-out door handles. Proven to increase protection dramatically, this system incorporates a unique locking cam mechanism.

Door Lock Set	401-628	$109.95

*See ordering page for details



Knockoffs



Choose the original 2-eared style, or the more exotic 3-eared style. Earlier cars have fine 12 threads per inch, later cars use a coarser 8 threads per inch. Our MG crested knockoffs were original equipment on MGT and MGA, and look great on MGBs.

MG Crested 2-Eared Knockoffs		
Fine Thread 12 t.p.i. - Left Hand	200-220	$47.95
Fine Thread 12 t.p.i. - Right Hand	200-210	47.95
Coarse Thread 8 t.p.i. - Left Hand	200-225	47.95
Coarse Thread 8 t.p.i. - Right Hand	200-215	47.95
Standard 2-Eared Knockoffs		
Fine Thread 12 t.p.i. - Left Hand	200-280	$47.95
Fine Thread 12 t.p.i. - Right Hand	200-290	47.95
Coarse Thread 8 t.p.i. - Left Hand	674-680	47.95
Coarse Thread 8 t.p.i. - Right Hand	674-670	47.95
3-Eared Knockoffs		
Fine Thread 12 t.p.i. - Left Hand	200-315	$94.95
Fine Thread 12 t.p.i. - Right Hand	200-325	94.95
Coarse Thread 8 t.p.i. - Left Hand	200-335	94.95
Coarse Thread 8 t.p.i. - Right Hand	200-345	94.95



Inner Tubes & Rim Bands

Designed for use with radial tires, but suitable for bias-ply tires. Features rubber covered valve stems. Rim bands prevent spoke and nipple ends from chafing inner tubes. Sold individually.

Inner Tubes		
175/185 x 14"	452-745	$24.95
155/165 x 15"	452-755	22.95
175/185 x 15"	452-765	23.95
Rim Bands		
14" Rim Band	452-740	$10.95
15" Rim Band	452-750	11.95



Knockoff Hammers

All types, weights and sizes for every possible application.

1 lb. Copper/Copper	386-000	$38.75
2 lb. Copper/Copper	386-850	47.95
2 lb. Copper/Rawhide	386-110	49.95
4 lb. Lead Alloy	386-180	54.95



Long Handle Knockoff Wrench

Long handle wrench allows you to tighten or remove spinners without a hammer.

Octagon Knockoffs	386-120	$49.95
Eared Knockoffs	386-125	49.95
Fabric Wrench Cover	386-115	20.95



Wire Wheel Spoke Wrench

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

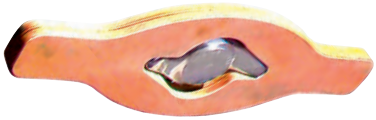
Spoke Wrench	385-800	$11.95



Wheel Spacers

For use where wheel to brake caliper clearance is an issue. These 6 mm solid spacers can also be used for fine tuning track width.

Pair	674-685	$34.95



Protective Knockoff Wrenches

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

Protective Wrench	386-165	$29.95

Wheel Trim Rings



Polished stainless steel trim rings provide an attractive accent to your rims. Sold in sets of 4, for use with Rostyle wheels only.

14" Trim Rings - Set of 4	455-378	$79.95



LE Chrome Lug Nuts

The original Limited Edition wheel nuts were black. These chrome nuts will add a subtle bit of flash when you are parked at the car show next to ten other LEs.

Chrome Lug Nuts - Each	264-991	$15.95

MG Crested Lug Nuts



Several pre-war MGs sported over 30 MG octagons or octagonal shapes. With a full set of our MG crested lug nuts, you'll be up to 16 right off the bat!

Lug Nut, each	264-985	$5.95

Embossed Valve Stem Caps



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

MG Valve Stem Caps	215-825	$9.25



Valve Stem Caps

Further dress up those chrome wheels with a set of valve stem caps with logos, some featuring anti-theft locking capability. Set of 4 caps.

Union Jack - Non-Locking	101-161	$13.95
Checkerboard - Non-Locking	101-167	13.95

CHOOSE YOUR



Limited Edition Road Wheel

These wheels have been re-tooled and are available once again. Supplied with a UK style red center badge, U.S. specification badges sold separately.

Limited Edition Road Wheel	462-750	$159.95
U.S. Spec. Badge, Black	408-280	5.25
Lug Nut, each	264-990	17.25



Minilite Style Bolt-on Wheels

These Minilite Style alloy wheels are a timeless design, adding period charm to your MGB. Manufactured using the latest techniques and testing procedures to ensure the highest quality.

14" x 5½" (stock) - Silver	455-386	$159.95
15" x 5½" (+1) - Silver	456-045	169.95
15" x 5½" (+1) - Anthracite	456-046	149.95
Replacement Hub Cap	455-368	9.45
Lug Nut, each	264-980	2.45



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. Please check tire clearance before fitment.

14" x 6" +15 mm offset, 13 lbs.	854-705	$299.95
15" x 6" +22 mm offset, 15 lbs.	854-715	316.95
16" x 7" +22 mm offset, 17 lbs.	854-735	369.95



Minilite Style Knockoff Wheels

A great way to go for cars originally equipped with wire wheels.

14" x 5½" (stock) - Silver	455-360	$339.95
15" x 5½" (+1) - Silver	455-385	389.95
15" x 5½" (+1) - Anthracite	455-389	409.95

STYLE





Wire Wheel Conversion Kits

Available with either silver painted or chrome wheels, these kits put the classic style of Dunlop wire wheels on your car. All kits include five wheels, necessary hubs, hardware, knockoffs and wheel hammer. MGB kits are available for tube axles only and come with new front wheel bearings and special rear hubs. Chrome wheels feature stainless steel spokes and nipples.

Chrome Wheel Conv. Kit - Eared Knockoffs	111-419	$2,436.95	FREE
Painted Wheel Conv. Kit - Eared Knockoffs	111-429	1,929.95	FREE
Chrome Wheel Conv. Kit - Octagonal Knockoffs	111-418	2,450.00	FREE
Painted Wheel Conv. Kit - Octagonal Knockoffs	111-428	1,929.95	FREE

Wire Wheels

Each MWS Dunlop style 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. All wire wheel nipples are silicone sealed at the rim to keep water out, a common complaint on lesser quality wheels.

Most MGBs were originally fitted with painted wire wheels. Chrome wheels were a popular option, but the stove-enameled look may be what you want to set your car apart on the show field. Painted wire wheels were used on all competition cars, and they can add a more correct, purposeful look for vintage race cars and other high-performance machines.

MWS Dunlop style 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.

Dia/Width	Spokes	Finish	Unit	Part #	Price
14" x 4½"	60	Chrome	Each	454-635	$367.95
14" x 4½"	60	Painted	Each	454-625	254.95
14" x 5½"	72	Chrome	Each	454-825	458.95
14" x 5½"	72	Painted	Each	454-815	326.95
15" x 5"	72	Chrome	Each	454-660	458.95
15" x 5"	72	Painted	Each	454-665	326.95

*See ordering page for details



222-995



222-965





222-366

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 1 million miles (non-comp. use). All filters sold each.

Chrome K&N Assembly 175CD Zenith-Stromberg		
1¾" deep	222-965	$104.95
3" deep	222-990	107.75
Chrome K&N Filter Assemblies For 1½" SUs		
1¾" deep	222-935	$85.60
3" deep	222-950	69.50
2" deep, tapered	222-985	79.95
Chrome K&N Filter Assemblies For 1¾" SUs		
1¾" deep	222-955	$97.75
3" deep	222-960	69.50
2½" deep, tapered	222-995	84.95
Chrome K&N Filter Assemblies Weber DCOE		
1¾" deep, each	222-245	$84.95
3" deep, each	222-240	77.50
Chrome K&N Filter Assemblies Weber DGAV		
1¾" deep	222-366	$99.95
K&N Air Filter Elements For Stock Applications		
MGB 1962-74, each	372-395	$42.95
MGB 1975-80	372-465	58.95
Cleaning Supplies		
Filter Cleaning Fluid	231-480	$11.35
Filter Oil Bottle (250 mL)	231-490	5.95
Filter Recharging Kit	001-130	12.60



1962-74 K&N Air Filter Assembly

Filter plate sets include two pre-oiled K&N air filters and a cast aluminum cover plate. Set replaces your original air filter canisters. Requires original air filter base plates.

1962-74 Assembly	222-910	$143.95



K&N Air Filter for twin 1½ SU's

The twin SU conversion is a popular modification for a 1976-80 MGB. The tapered, 2-inch K&N filter is a perfect, high-performance solution for this tight fit.

2" deep, tapered	222-985	$79.95



Race Distributor

A more original looking alternative to the Mallory dual point 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]	$289.95
Replacement Points	153-915	5.75
Replacement Rotor	151-855	3.75
Replacement Cap	151-875	9.95

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



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.

MGB thru 1974	151-805	$7.95
MGB 1975 on & Repl. 45D Dist.	151-865	9.95
MGC 6-Cyl.	872-785	9.95



DISTRIBUTOR TECH TIP

Next time you pop the cap on your distributor, take a moment to put a few drops of oil on the screw under the rotor– there are holes under the screw and the oil will lubricate the cam bearing. While you're at it, lubricate the advance mechanism and the breaker point pivot. Use light engine oil. If you are out of grease, a drop on the breaker cam lobes won't hurt.

*See ordering page for details



Supercharger HIF44 Air Horn

For maximum breathing efficiency, SU carbs need a radiused inlet. Unfortunately, the sharp edge of an air filter base plate creates a sharp corner, reducing air flow and potentially robbing your engine of power. Stub stacks with a 180 degree radius like ours have shown air flow improvement of up to 5-7 percent. Works with both the 2" and the 4" cone filter for the HIF 44 carburetor used in the first generation M45 and second generation MP45 supercharger kits.

Billet Air Horn	222-982	$74.95



Supercharger Big Boost Kit

Includes new pulley and full instructions. Typically will increase boost from the standard 5-6 psi to 7.5-8.25 psi. Recommended for use on 8.0:1 compression engines and heads that have been flowed.

Note: Installation of this kit does void manufacturer's warranty of the rotor group.

Boost Kit	150-075	$149.95



Moss Supercharger Alternator Conversion Kits

This kit has all the parts and instructions necessary to install an alternator to an MGB fitted with our #150-058 supercharger kit. Includes extra drive belt.

Alternator Conv.	130-098	$279.95



MGB Supercharger System w/HS6 Carburetor



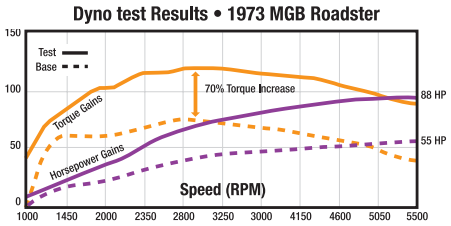
Our Moss MGB supercharger system uses the same Eaton positive displacement roots-type supercharger found on contemporary OEM applications such as Mercedes Benz and Jaguar. In spite of its modern origin, we were careful to design the system to look like it was a factory installed option that complements the classic MG image.

Our engineers designed an intake manifold that provides equal airflow, pressure and fuel mixture to each cylinder. By optimizing the distribution in the manifold for each cylinder, you can run more boost pressure without the chance of harmful detonation. Our Moss supercharger system produces 5-6 psi of boost at sea level and bolted to a stock engine you can expect a minimum 50% increase in rear wheel horsepower. The Supercharger kit is complete and includes a 4 rib serpentine belt drive system, new cast iron water pump, a set of colder NGK BPR7ES sparkplugs and a high-flow K&N air filter. The 1968-74½ kit also includes a new Lucas high output alternator. A list of Frequently Asked Questions and detailed installation instructions with photos are available online at www.mossmotors.com. The installation can be completed by a competent mechanic or hobbyist with hand tools. Installation 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.

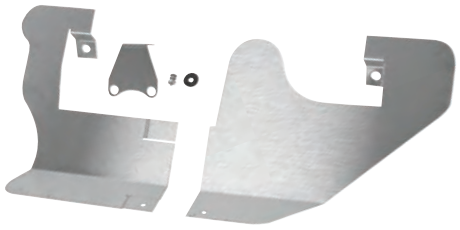
Note: 1975 cars require 1976-80 pedal box, contact tech. dept. for details.

1965-67	150-050	$3,995.00	FREE
1968-74½	150-060[1]	4,195.00	FREE
1975-80	150-070[1]	4,195.00	FREE
Supercharger Emblem	648-210	26.95	
HS6 Jet Needle, BCG	374-377	19.95	

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



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.

Internal Bypass (Current Design)	150-065	$199.95
External Bypass (Previous Design)	150-066	229.95



Peco Exhaust System

Rated as the best exhaust system for effectiveness, quality, and reliability in "How to Power Tune MGB 4-Cylinder Engines" (#213-175), this system typically boosts mid-range power at the wheels by 5 b.h.p. Pipes are slightly larger in diameter than stock, and the single muffler is larger than standard. Silencing ability is excellent. Please note that the red paint is for protective purposes only and may be chipped during shipping. It is not powdercoating or high-temp paint. We recommend that the pieces are repainted with high-temp paint prior to installation.

Muffler & Pipes	459-035[1]	$279.95
Exhaust Header	459-045[1]	289.95

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



Performance Header

This tubular exhaust header is suitable for vintage racing or the sporting enthusiast. Header is jig welded and designed for maximum performance. Hand fitting and port matching required, particularly for racing applications.

Stainless Steel	459-015[1]	$389.95

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



3-1 Short Exhaust Header

American made short header design offers improved ground clearance and easy installation. Can also be modified for use on other B-Series engine vehicles such as TVR and Nash Metropolitan.

3-1 Header	459-011[1]	$199.95

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



Exhaust Heat Shield

Another Moss Exclusive! Our R&D department has come up with another great product for your 1962-75 MGB. This heat shield anchors to the frame and cross member lowering the ambient temperature of your floorboard by 30 degrees. Retrofit one to your existing exhaust system, or it's the perfect companion for our new stainless steel sport exhaust. A perfect Saturday morning project, our heat shield is easy to install with basic hand tools. Will not fit some header equipped cars.

Heat Shield	409-120	$109.95



Stainless Steel Exhaust Clamps

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

1½"	412-025	$3.95
1⅝"	412-026	3.95
1¾"	412-027	4.75
1⅞"	412-029	5.65
2"	412-030	5.75



Header and Manifold Blanket

This flexible heat shield clips into place to the manifold or headers and retains exhaust heat reducing under hood temperatures. Designed for use on a V8 engine, this kit has enough material to cover most four cylinder manifolds with enough left over to protect the starter motor and bulkhead. Two sheets 20" x 24".

Header Manifold Blanket	337-445	$129.95

*See ordering page for details

TOURIST TROPHY®

Stainless Steel Sport Exhaust

This beautiful Tourist Trophy polished stainless steel sports exhaust system is available for chrome bumper models and is manufactured using the highest quality materials and workmanship.

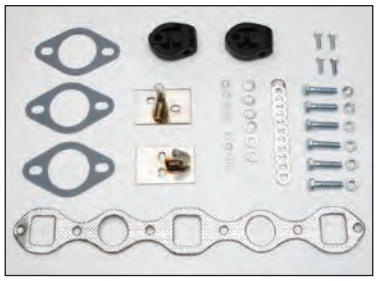
The system is designed for an easy fit using flange joints rather than the traditional sleeved pipes. It also uses more reliable modern rubber hangers and is supplied with special hanger conversion brackets.

The system features a single silencer with a sporty slash cut tail pipe - using a single silencer gives better ground clearance for lowered cars. The box is packed with a combination of stainless steel wire wool and fiberglass, this give a throaty exhaust note under acceleration that isn't intrusive when cruising.

- 1.2 mm thick 201 grade stainless steel
- Single sports rear silencer
- CNC cut flange joints
- 409 Stainless Steel used for inner core and perforated tubing
- Manifold primary pipes are beautifully blended into merged collector
- Entire system is polished to a mirror shine
- Sporty slash cut tail pipe
- Gaskets and installation hardware are also supplied
- 5 year Warranty

1962-74 Exhaust and Header	459-085[1]	$459.95
1962-74 Exhaust and Down Pipe	459-075	369.95
Muffler Only	459-077	139.95

[1]If using with a Moss Motors supercharger, the front header pipe will need to be slightly reformed for clearance.









LIFETIME WARRANTY!

Big Bore Stainless Exhaust System

For those of you who want a stainless exhaust and the performance of a free flow exhaust, this system is the solution. Large diameter pipes eliminate the forward silencer but incorporate a larger capacity rear silencer with a polished tip. (Does not include mounting hardware).

1962-74	444-165	$397.95
1975-80 w/Catalytic Converter	444-155	359.95

Stainless Steel Exhaust System by Falcon

Constructed entirely of top quality stainless steel. The Falcon exhaust is an ideal system for your car if you live where winter road conditions are harsh. Clamps, hangers and (when required) catalytic converters not included. Lifetime guaranteed against corrosion only.

1962-74 System	454-560	$494.95
1975 Orig. Non-Cat. System	454-570	417.95



5 Speed Conversion Kit

There is no question that a factory overdrive unit makes a big difference to the enjoyment of driving an MGB at highway speeds. Unfortunately overdrive units are complicated and expensive to repair. As an alternative to the expense of fitting or rebuilding an overdrive unit we offer a well-engineered bolt in 5-speed gearbox conversion kit.

- Rebuilt Gearbox
- Cast Alloy Bell Housing
- Spigot Bushing
- Rear Gearbox Cross Member and Mountings
- Chrome Gear Lever Assembly
- Speedometer Cable
- Driveshaft
- All Bolts and Fasteners
- Detailed Instructions
- Please contact our tech department for non-original applications

Note: Your speedometer will need to be recalibrated to be accurate

- **Better Fuel Economy**
- **Less Drivetrain Wear & Tear**

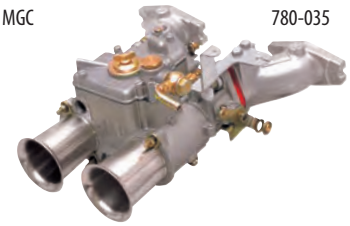
MGB 3 Main 1962-65	440-065	$4,049.95
MGB 5 Main 1965-67	440-075	4,049.95
MGBGT 1966-67	440-085	4,069.95
MGB & GT 1968-80	440-105	4,119.95
Input Seal	041-630	8.95
Output Seal	041-631	22.40
Shift Rail Seal	041-632	10.95
Reverse Switch	041-606	9.40
Clutch Alignment Tool	041-620	3.85



MGC Performance Stainless Steel Exhaust System

Not for the weak hearted, this system is sized for maximum flow and will be louder than stock. Single muffler system increases ground clearance for increased longevity.

MGC	780-035	$439.95



Weber DCOE Conversion

High performance DCOE carburetors are still the enthusiasts choice to extract maximum power. The kit includes manifold, linkage and carburetor with ram pipes. Re-jetting and venturi changes may be necessary. We recommend that tuning be performed by an experienced tuner. Please note that there is no provision for emission connections and some modification will be required for best operation.

Single 45DCOE Kit	222-460[1]	$749.95
Stainless Steel Heatshield	865-220	24.95

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



Exhaust Tips

Monza's exhaust tips are the perfect ending for any exhaust system, from stock to race-modified. The best-known polished and chrome-plated steel exhaust tips, these are the standard by which all other premium tips are compared. Each features slash-cut or big bore outlets with glass-packed resonators and can be clamped or welded-on.

Slash Cut, Dual	224-115	$124.95
Slash Cut, Single	224-125	89.95



Monza Free-Flow Exhaust

Nice mellow tone and sharp looks will add to your car's appeal.

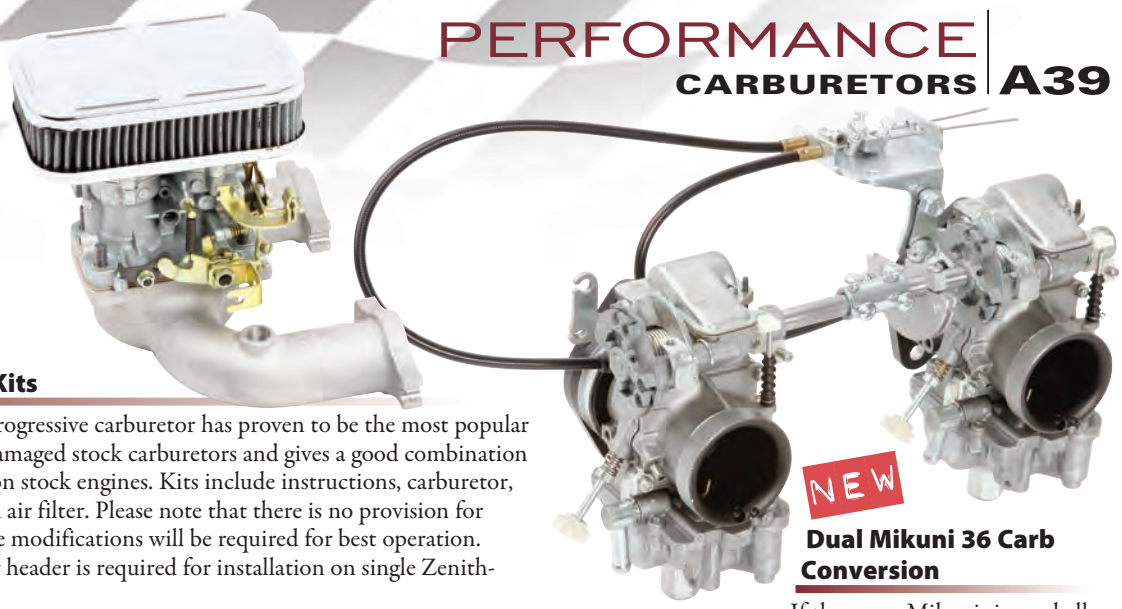
MGB 1962-741/2	454-596	$319.95
MGB 1975-80	454-556	329.95



*See ordering page for details

TOP SELLER





Weber Downdraft Carb Kits

The Weber DGV two barrel progressive carburetor has proven to be the most popular replacement for worn out or damaged stock carburetors and gives a good combination of performance and economy on stock engines. Kits include instructions, carburetor, manifold/adapters, linkage and air filter. Please note that there is no provision for emission connections and some modifications will be required for best operation. A separate exhaust manifold or header is required for installation on single Zenith-Stromberg carbureted MGBs.

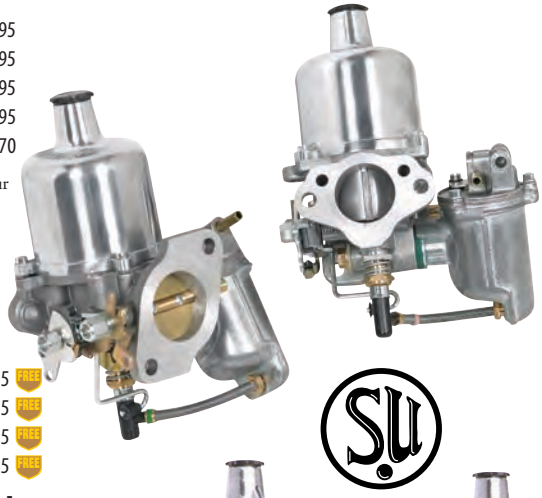
Manual Choke	222-260[1]	$484.95
Electric Auto. Choke	222-265[1]	509.95
Carb Rebuild Kit - Includes Power Valve	222-266	57.95
Replacement Filter Assy.	222-365	42.95
Replacement Filter Element	222-364	16.70

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

New SU Carburetor Sets

Genuine SU carburetors produced in the UK from new and original tooling. Sold as a pair.

1962-67 HS4 Set	372-248	$839.95 FREE
1968 HS4 Set	366-478	829.95 FREE
1969 HS4 Set	366-498	829.95 FREE
1970-71 HS4 Set	366-488	829.95 FREE

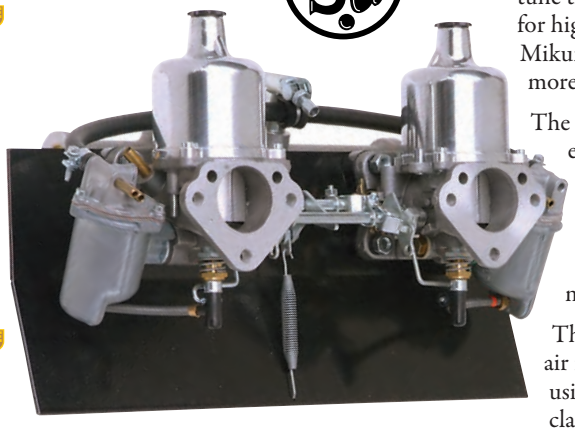


1¾" SU Carburetor Conversion with Heatshield

Includes two SU HS6 1¾" carburetors, intake manifold and linkage. Recommended for engines requiring increased flow to cylinder head. Some fabrication will be required. A separate exhaust manifold or header is required for installation on single Zenith-Stromberg carbureted MGBs.

Carburetor Set	366-418[1]	$1,395.95 FREE
Ram Pipe Set	372-445	52.95

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



1975-80 Single Carburetor Conversion

Replace your worn out original Zenith-Stromberg 175 carburetor with a new, easier to tune, manual choke SU carb. Mounts to existing manifold and maintains the original look of the engine compartment. Please check your local emission statutes for legality. Does not include air cleaner assembly.

1975-80 Conversion	370-678[1]	$789.95 FREE
K&N Air Filter	222-905	84.95
Rebuild Kit	375-628	331.95
Service Kit	375-627	196.95

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



NEW

Dual Mikuni 36 Carb Conversion

If the name Mikuni rings a bell, odds are you've spent some time on two wheels. Moss is proud to have a relationship with this legendary motorcycle carburetor company and, in our ever-present quest to breathe new life into classic cars, we've developed a modern, performance carburetor system that's perfect for the MGB. In fact, it's revolutionary.

Right from out of the box the Mikuni system is ready to bolt on a stock MGB and outperform whatever you've been using. Immediately you'll notice the improved throttle response that comes from the integrated accelerator pump. And you can tune this carb to work with engines built for higher revs and higher compression. The Mikuni's can support more horsepower with more fuel flow than stock SUs.

The Mikuni system is more adjustable and easier to tune than either the Weber or SU carbs. Mikuni's have replaceable needles, pilot jets and main jets. And they also feature adjustable accelerator pumps, throttle stops, idle screws, idle mixture screws and needle positions.

This conversion kit does not come with air filters. Moss developed the carburetors using high performance filters with a classic design. Filters are part# 053-391. Two required.

Dual Mikuni 36 Carb Conversion	366-380	$1,195.95 FREE
PCV Kit	366-395	$59.95
Air Filter	053-391	$26.95

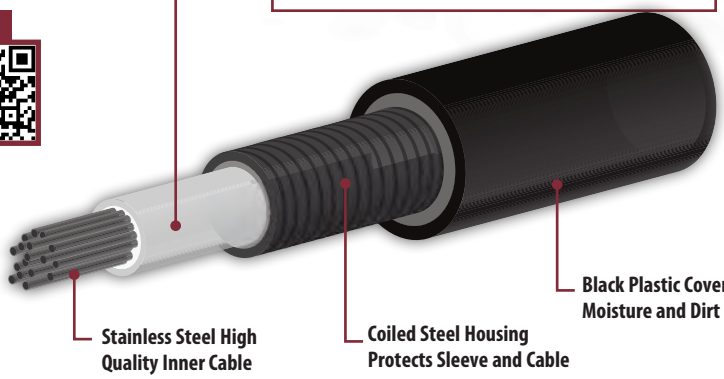


Dashpot Covers

Give your dull carbs a facelift. Sold each.

SU HS4/6 - Chrome	374-575	$18.95
SU HIF44/6 - Silver	114-473	19.95

VIDEO



NEW

Premium Throttle Cables

Smooth out abrupt throttle transitions with our high-grade cables. What makes these better than the twisted metal cables that came from the factory? There is a low friction polymer (polyoxymethylene) barrier housing the metal cable—that's the stuff that'll turn your lurch into a smooth launch off the line.

1962-74 1/2	331-451	$9.95
1977 1/2-80	331-476	12.95



SU Fuel Bowl Spacer Set

One of the top-secret factory fixes to keep the MGA Twin Cam alive on the track were fuel bowl spacers similar to these. By effectively increasing the size of the fuel bowl, mixture leanness under load is reduced. Proven in racing, these spacers are also effective on high-performance street engines. Fits SU 1¼" HS2 and 1½" HS4 carburetors.

Spacer Set	370-485	$44.95

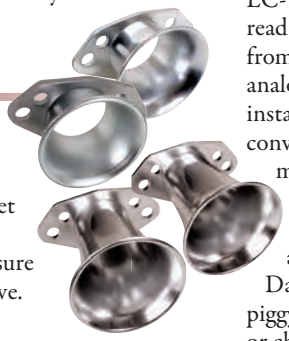


Billet Fuel Filter Kit

The clean lines of this filter assembly will add a touch of custom brightness to the engine compartment. The filter is easily disassembled for cleaning. The chromed hose barbs can be removed and 5/16" AN-6 fittings attached directly to the body of the fuel filter giving a high degree of fitment flexibility.

Billet Fuel Filter	377-305	$59.95
Repl. O-Ring, ⅞" OD	772-815	1.80
Repl. O-Ring, 1.25" OD	772-816	1.10

Ram Pipe Sets



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

Long		
HS/HIF4 Carbs	372-410	$52.95
HS/HIF6 Carbs	372-435	52.95
Short		
HS/HIF4 Carbs	372-415	$52.95
HS/HIF6 Carbs	372-445	52.95



Weber DCOE Soft Mount Kit

Vibration plays havoc with fuel level, so any Weber DCOE installation works better when the carburetor is isolated from the manifold. This kit solves the problem.

DCOE Soft Mount Kit	222-251	$32.95



MG Crested Carburetor Caps

These very distinctive solid brass caps make any engine compartment unique! Your original damper rod must be reused and pressed into the new cap. SU carburetors only.

Dashpot Caps, pair	370-735	$29.95



982-100

Wide Band O2 Sensor, Controller & Gauge

Don't waste your time looking at your spark plugs to figure out if your car is running lean or rich. Innovate's wideband O2 sensor and controller take the guess work out of analyzing your air/fuel ratio. The LC-1 Lambda cable is a complete wideband controller built in to a sealed cable. It includes digital input, output, and 2 user programmable analog outputs. The LC-1 wideband O2 sensor and controller can read and accurately interpret air/fuel ratios from 9:1 to 17:1. With the included digital or analog gauge this information is relayed to you instantly. The LC-1 has many benefits over conventional designs costing many times as much, and its self-calibrating circuitry can compensate for changes in temperature, altitude and sensor condition. The LC-1 also works for applications such as Dynos, Data Acquisition, stand alone ECUs, piggyback fuel controllers, OBD-II software or chip programmers, and gauges. The LC-1's analog outputs are compatible with dynamometer software, gauges, or virtually any brand of Data Acquisition hardware.

Key Features:

- Negative ground only
- Only fully digital wideband controller
- Auto calibration capability to compensate for changes in temperature, altitude, and sensor condition
- Two user programmable analog outputs
- Permanent install option
- Easy to upgrade
- Includes LogWorks software
- Kit includes the LC-1, sensor, digital or analog gauge, CD which includes software and manuals, bung and plug, and a serial cable to connect to the PC

Sensor Kit - Analog Gauge	982-105	$349.95
Sensor Kit - Digital Gauge	982-100	299.95

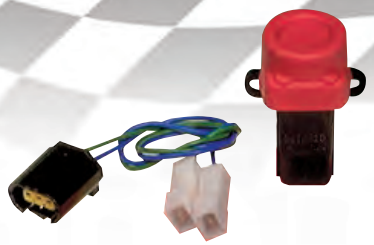


Heatshield for 1¾" SU

Replace missing or damaged heat shield on most 1¾" conversion manifolds such as #366-418 and #366-398.

Heatshield for 1¾" SU Set	366-419	$62.95

*See ordering page for details



Inertia Fuel Pump Switch

For added safety, an inertia switch will cut off power instantly in a roll-over, or when the vehicle is impacted with sufficient force in any horizontal direction. Mounting instructions included.

Note: Late MGBs already have a factory inertia switch.

Inertia Switch	900-240	$58.95



Fuel Filter/Regulator

High quality universal fit fuel pressure filter/regulator with ¼" and 5⁄16" fittings. Made in Italy.

Fuel Filter/Regulator	377-435	$129.95
Replacement Filter	377-436	10.95
Replacement Bowl Gasket	377-437	5.95



Chrome Crested Filters

Enhance the appearance of your SUs. Sold each.

MG Crested - 1½" SUs	223-290	$59.95
SU Crested - 1½" SUs	223-295	59.95



Vintage Style Chrome Air Filters

Ultra-thin design, beautifully plated. Sold each.

1½" SUs	223-200	$39.95



ECCO Plastic Body Fuel Pump

The ECCO electric fuel pump is a direct replacement for the SU pump. It is made from mostly plastic materials with the main coil housing assembly being made from Glass Reinforced Poly. There is a decades old, lingering misconception that the plastic will crack at the banjo. Rest assured, this is not the case with the modern pump. The ECCO pump is hand built, and the quality of the end product is heavily scrutinized during production. This pump will operate trouble free for years to come. Works on positive or negative ground vehicles.

Fuel Pump, Plastic Body, ECCO	377-162	$139.95



Facet Solid State Fuel Pump

Solid State Electronic Fuel Pumps can be used in conjunction with, or in place of your original pump. The solid state pump will push or pull fuel from a hidden location under the car, through your original pump, or put it in line with a power switch and use it as a backup. Works on positive or negative ground cars.

Solid State Fuel Pump	377-420	$77.95
Facet Filter	377-424	10.90



Manual Choke Conversion Kit

Designed in England by Zenith-Stromberg. Includes all mounting hardware and detailed instructions. Easy installation.

1975-80 Choke Kit	386-325	$128.95



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.

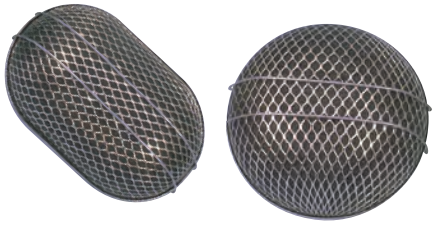
Pos. grd. to (c)44438	377-235	$209.95
Neg. grd. to (c)44438	377-225	199.95
Pos. grd. from (c)44439	377-245	209.95
Neg. grd. from (c)44439	377-255	179.95



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. Delivering twice the capacity of a standard 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. Will require fabrication of a bracket or use MGB bracket below.

Std. Points Non Polarized	377-036	$379.95
Solid State Neg. Ground	377-335	449.95
Bracket, 2 req.	377-350	14.75
Sleeve, Bracket, 2 req.	377-360	3.45



Foam Air Filters

The traditional performance washable foam air filters.

Oval for 1½" SU	223-220	$39.95
Round for 1½" SU	223-230	39.95
Oval for 1¾" Z-S	223-240	39.95

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 the new one in, 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	$219.95
4-Cylinder, Pos. Ground	143-125	233.95
6-Cylinder, Neg. Ground	143-135	234.95
6-Cylinder, Pos. Ground	143-145	245.95
4-Cyl. Repl. Cap	143-117	7.75
6-Cyl. Repl. Cap	143-137	9.95
Replacement Rotor	143-126	6.75
Repl. Module, Pos. Ground	143-127	92.95
Repl. Module, Neg. Ground	143-118	81.95



PERTRONIX

MORE INFO ON WEB

MOSS MOTORS eNEWS
Be the first to hear about specials, new products and the latest news.
Sign up at MossMotors.com



PERTRONIX

Pertronix Ignitor Electronic Ignition

- No external control boxes to mount
- No points to set or change
- Hall effect sensor is impervious to dirt, dust, or moisture and retains stock advance curve
- Locate Lucas model number stamped in housing by the vacuum advance
- 30 month manufacturer's warranty

Lucas 45/47DE4, DM4		
1976-80	222-475	$115.95
Lucas Model 23, 24, 25D		
Neg. Ground thru 1974	222-405	$99.95
Pos. Ground thru 1967	222-555	109.95
Mallory Dual Point		
Negative Ground	143-181	$139.95
Positive Ground	143-182	109.95
Moss 143-110 distributor (Lucas 45D4)		
1975	222-435	$99.95



Mallory IGNITION

Mallory Dual Point Distributors

These distributors can be tailored to suit any engine tune. The Mallory dual point distributor is particularly well suited for Weber carb installations. Shaft must be drilled for drive dog (not included).

4-Cylinder Distributor	143-180[1]	$379.95
6-Cylinder Distributor	543-040[1]	384.95
Drive Dog	153-300[1]	22.95

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

Mallory Replacement Parts

Point Set (2 req.)	143-185	$27.75
Rotor, Dual Point	143-190	10.75
Rotor, Unilite 4-Cyl.	143-285	19.75
Rotor, Unilite 6-Cyl.	143-280	19.75
Condenser	143-195	10.75
Cap, 4-Cylinder	143-175	34.95
Cap, 6-Cylinder	143-225	36.95



Mallory IGNITION

Mallory Unilite Distributor

Self-contained, rugged photo-optic trigger and adjustable mechanical advance. Simple three-wire hookup. Shaft must be drilled for drive dog (not included). Negative ground only.

4-Cylinder Distributor	143-155[1]	$664.95
6-Cylinder Distributor	543-045[1]	647.95
Perf. Coil	143-157	76.95
Drive Dog	153-300	22.95

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

*See ordering page for details



Hi-Torque Starter

Modern design and reliability make these all new starters ideal for the "daily driver." High torque gear drive produces superior starting power for your engine. (Some minor re-wiring required on 1962-67 cars.)

1962-67	541-545	$299.95
1968-80	131-215	299.95



1962-67 Alternator Kit

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

Alternator Kit	130-078	$249.95



In-Line Fuse Holder

High quality water proof in-line fuse holder for adding circuits. Uses modern plug in fuses, sold below. The cover is water proof and the exposed test contacts make it easy to troubleshoot the circuit. Made in Germany.

In-Line Fuse Holder	146-755	$6.50
Fuse - 10 Amp	146-810	0.80
Fuse - 15 Amp	146-815	0.80
Fuse - 20 Amp	146-820	0.80
Fuse - 25 Amp	146-825	0.80
Fuse - 30 Amp	146-830	0.80

Alternator Conversion Bracket



Originally fitted to late 1275cc Midgets, this bracket may be fitted to the early (1962-67) block to allow the fitting of an alternator without having to use an extra long bolt and spacers.

Bracket	130-115	$18.95



High Performance Plug Wire Sets by Cobalt

These wire sets are made to our specifications using the highest quality materials. These require that a #163-815 plug-in distributor cap be used on early MGBs in place of the side entry cap.

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

MGB Wire Set	171-659	$35.95
MGC Wire Set	171-665	39.95
Distributor Cap	163-815	10.75



Performance Plug Wire Set

Magnecor competition spark plug cable sets work great on street cars with either conventional or electronic ignition systems. Low resistance, yet also shielded to reduce radio noise interference.

1967-80	143-565	$79.95



Smiths Voltmeter

This 2" gauge can be easily wired into your car to give an indication of battery condition. Includes installation instructions and bulb holder with bulb for illumination.

Voltmeter	360-975	$87.95



Moisture Absorbing Plugs

Rust in the cylinders, caused by moisture, is one of your engine's greatest enemies. Whether storing an engine long term, or just for the winter, you need to install a set of desiccant plugs. The aircraft industry has used these for years. Remove your spark plugs, screw in a set of our special automotive desiccant plugs, and your cylinders are protected. The desiccant changes color when exposed to moisture, giving a visual indication they are working. Plugs come ready to use, in a dry sealed container.

Set of 4	225-854	$47.95

Failsafe Thermostats



Manufactured from high-grade stainless steel and copper, this thermostat locks open on failure to prevent engine damage.

180°	434-205	$16.95

Thermostat Blanking Sleeve



For maximum power and speed, such as racing conditions, it is advantageous to remove the thermostat, but only when this thermostat bypass blanking sleeve is fitted.

Blanking Sleeve	434-135	$15.95



Crane XR700 Electronic Ignition

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

For Lucas Points-type Distributors	222-680	$154.95
For Lucas Electronic Distributors	222-325	154.95



Battery Cut-Off Switches

Battery cut-off switches simplify servicing and long-term auto storage. A strategically placed remote switch deters theft. A negative post mount switch is quickly accessed.

Remote Switch - 1" shaft	145-770	$54.95
Remote Switch - 1/2" shaft	145-771	54.95
Negative Post Mount	145-795	10.95



MORE INFO ON WEB

Westco 12V Battery

The Westco battery utilizes absorbed glass mat technology for high cranking ability. No maintenance, non-spillable, vibration resistant. Ideal for conversion to single 12V.

12V Battery	459-390	$179.95



Lucas Sports Coil

40,000 volt output gives more starting power, and greater performance at high rpm. Works with non-ballasted ignition systems only.

Lucas Coil	143-200	$32.75
End Clip for solid core wire	571-037	0.40
Boot for push-in wire end	571-047	0.75

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	$31.95



Battery Box Liners



Tough, corrosion-proof battery box liners. Includes a strong lip running around the top, so it will work even if the original battery box has completely rotted away.

1962-74½ (2 req.)	241-040	$38.95
1975-80 (1 req.)	241-050	49.95

Battery Acid Neutralizing Mat



Made from a special acid absorbent material which neutralizes acids as they leak from your battery. Easily cut with scissors to match the shape of any battery or battery tray.

Acid Mat	241-025	$6.45



Pertronix Ignition Coils

Matched to the Ignitor ignition. Ballasted ignition system was used from 1975 on.

Non-ballasted systems - Black	143-265	$39.95
Non-ballasted systems - Chrome	143-266	44.95
Ballasted systems - Black	143-270	39.95
End Clip for solid core wire	571-037	0.40
Boot for push-in wire end	571-047	0.75

MORE INFO ON WEB



Solid State Voltage Stabilizers

New gauges introduced by Smiths in the 1960s were based on bimetallic heating elements and required the addition of a voltage stabilizer. The original Smiths voltage stabilizer is a mechanical device that reduces battery voltage to a steady 10 volts; however, over time they fail for a variety of reasons. We have developed a replacement voltage stabilizer that combines modern electronics inside a vintage style housing. Instructions provided which include a gauge troubleshooting section.

Negative Ground	131-555	$14.75
Positive Ground	131-556	16.95

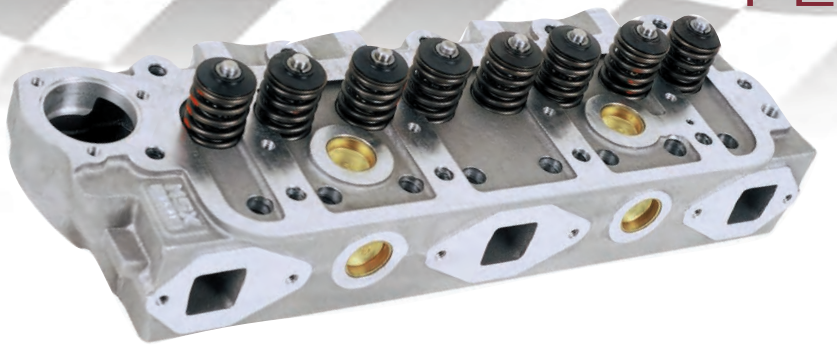


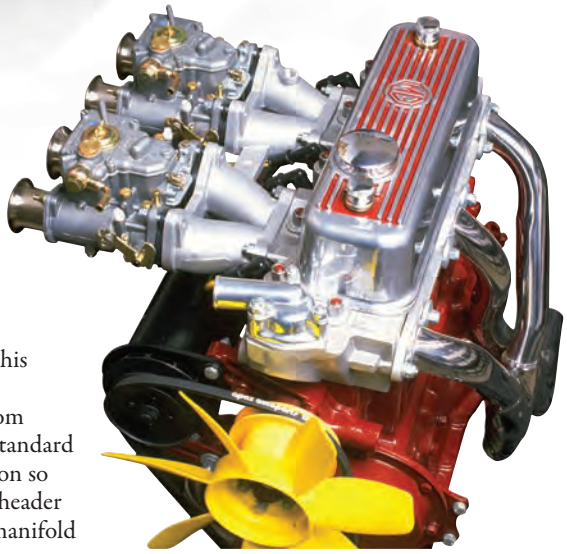
Universal Coil Mounting Brackets

Replace missing, bent or corroded coil brackets. Also useful if you are upgrading or relocating the coil.

Chrome	143-255	$9.45
Stainless Steel	117-265	12.40
Zinc Plated	143-256	3.95

*See ordering page for details





Alloy Cross-Flow Cylinder Head

Recalling the classic racing head of the fifties, 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 1½" SUs, but from there the possibilities are still being explored. 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 early manifolds or headers may be used. We recommend the MGB stainless header #459-015 as the manifold is highly visible. The head requires a new four-branch intake manifold and matching carburetors. You may choose from the three choices of manifolds and carburetors below. The 1¾" 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. Valve interference must be checked on pre-18V blocks.

Cross Flow Cylinder Head	451-690[1]	$1,589.95 FREE
SU Manifold Kit 1½" or 1¾" Carbs	373-975	274.95
1¾" SU Carburetor Set	378-698	919.95 FREE
Weber DCOE Man. & Linkage	373-985	274.95
Weber 40DCOE Carb (2 req.)	378-675	582.95
Weber 45DCOE Carb (2 req.)	378-680	582.95
Weber DGV Manifold Kit	373-995	274.95
Weber DGV36 Carburetor	378-685	344.95
Air Injection Port Plug	052-242	1.25

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

FREE* SHIPPING on orders over $700





Alloy Valve Covers

Polished ribbed cover (no breather vent). Includes grommets and cap.

Polished No Vent	224-508	$89.95
Black No Vent	224-490	94.95
Replacement Chrome Cap	460-145	9.95



Competition Manifold Gasket

Designed for use with modified heads with extra large ports. Careful port matching is recommended to ensure proper seal to the header flange.

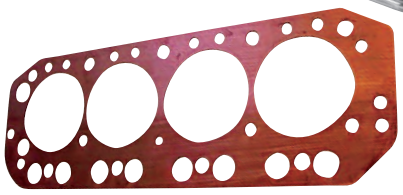
Manifold Gasket	297-545	$10.95



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 degrees F
- Manufactured domestically

Premium Manifold Gasket	297-535	$7.75



Cylinder Head Gasket

These are .032" thick solid copper. They can be modified for over-bored engines and have been a secret ingredient of many high-performance racing engines. Not recommended for use with alloy heads.

Copper Gasket	387-505	$144.95



Crested Brass Valve Cover Nut

Solid polished brass. Sold individually.

Brass Valve Cover Nuts	460-119	$17.95



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.

Note: The side cover gaskets will not fit 18V late MGB rear side covers.

Silicone Gasket Set	296-425	$26.95

Laygear Kit

The factory designed the laygear to be supported by two groups of 20 loose needle bearings. This bearing arrangement was replaced by sets of 12 caged roller bearings. This change increased the load on the layshaft considerably. Much has been written on how to deal with the situation, from adding more caged bearings to fitting a later MGB gearbox.

Moss has come up with a solution that goes back to loose needle rollers. Our laygear is fitted with two sets of 20 needle rollers, each one being 3mm in diameter and 29mm long. This effectively doubles the number of load bearing needles from 4 to 8 at each end and because they are much longer, these needles distribute the load over a larger section of the layshaft.

What about installation? The new laygear kit uses a special spacer in the middle to separate the two sets of needle bearings, and we install the spacer and the bearings for you. To hold the needles in place, we use a dummy layshaft which is long enough to allow the front thrust washer to be fitted as well. A new layshaft is also included in the kit. All in all, this is as close as we can get to a "drop-in installation." If you are looking for a new layshaft and laygear, this kit provides a solution to a long standing problem.

1962-early 67 (0.645" layshaft)	461-571	$399.95





Limited Slip Differentials

Quaife gear type limited slip differentials deliver more engine power to the ground. Great for racing, auto-crossing, driving in the snow or just for fun. Installation requires no more work than rebuilding a standard differential.

Banjo Rear Axle	267-065	$1,829.00
Tube Type Axle	267-055	$1,645.00



Uprated Tubular Pushrods

Stiffer and lighter than stock 18V pushrods. These stock length uprated pushrods can be used in any MGB engine when used with 18V lifters.

Uprated Tubular Pushrod	460-619	$14.95



Valve Cover Thumb Nuts

Improve the appearance and functionality of your engine compartment. Set of two. Can't be used with alloy valve covers.

Chrome Thumb Nuts, pair	460-118	$14.95



Chrome Valve Cover Cap

Extra-long cap nut for use on alloy valve covers.

Chrome Caps	460-111	$4.55







Vernier Cam Sprocket Kit

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

Vernier Cam Sprocket Kit	460-398	$209.95



Gas Flowed Intake & Exhaust Valves

Larger diameter intake valve with smooth flowed back face and tapered stem. Valve size is 1.70" compared to early valve size of 1.563" or 1973-74 valve 1.625". Gas flowed exhaust valve made from EN214 stainless steel 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 cotters and caps. Earlier engines must have these parts upgraded. Use #460-215 cotters and #460-195 cap.

Intake Valve, 1.70", each	423-137	$18.95
Exhaust Valve, 1.34", each	423-166	19.85

FREE* SHIPPING on orders over $700

*See ordering page for details



Performance Tappet Sets

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 #460-616.

Tested Tappet Sets

These tappets are inspected for dimensional accuracy, and then hardness tested to ensure a hardness of HRC 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 HRC 60 and feature an oil lubrication hole and precision ground face.

Lightened Tappet Sets

These tappets are machined for a thinner side wall and are drilled to reduce oil retention. Lightening the tappet reduces load on the cam and makes them suitable for high lift cams and/or high rpm.

Tappet Set, Tested	460-604	$199.95
Tappet Set, Super Duty	460-601	169.95
Tappet Set, Lightened	460-608	84.95

Alloy Cylinder Heads

Improved cylinder head flow means more power. Our Alloy Cylinder Heads for MGBs feature nickel-steel valve seats and silicon-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. Heads are smog legal with stock emissions control equipment. If required, water choke port must be drilled.



Assembled Heads		
1962-67	451-806[1]	$1,349.95 FREE
1968-80	451-816[1]	1,349.95 FREE
Water Choke Block Off Plate	052-341	15.95
Air Injection Port Plug	052-242	1.25
Bare Heads		
1962-67	451-805[1]	$1,149.95 FREE
1968-80	451-815[1]	1,149.95 FREE
Water Choke Block Off Plate	052-341	15.95
Air Injection Port Plug	052-242	1.25

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

ARP Performance Fasteners

Manufactured from top grade 8740 Chrome-moly steel. Tensile strength in the range of 200,000 psi. Threads rolled after heat treat to provide up to 10 times longer fatigue strength. Precision CNC machined to exacting specifications.



Head Stud Kit	322-858	$209.95
Rod Bolt Kit: 18GB-18GF (angled rods)	322-845	62.95
Rod Bolt Kit: 18GG-18V (straight rods)	322-848	126.95
Main Cap Stud Kit, 3-Main	322-868	89.95
Main Cap Stud Kit, 18GB-GK	322-938	159.95



Performance Camshaft

The camshaft is the heart of your engine. This is the best street cam for the MGB currently being manufactured, 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.

	Duration	Lift at Cam	Power Range	RPM	Part #	Price
Performance Camshaft	260/260	.286/.293	1200-6200 rpm	6800	222-273	$589.95



Pressure fed oiling to distributor drive gear



High Ratio Roller Rocker Kits

Increased ratio opens the valves faster, higher and holds them open for an effectively greater period for more efficient breathing. Comes assembled for easy installation. Rockers are fitted to the shaft with twin needle roller bearings and uses a roller to make contact with the valve stem.

1963-74 Rocker Kit	451-460[1]	$1,495.00 FREE
1975-80 Rocker Kit	451-470[1]	1,495.00 FREE

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



Dura-Bond Cam Bearings

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

Dura-Bond Cam Bearings	425-001	$36.95



Harmonic Crank Balancer



A rubber insulated crank dampener dramatically smoothes out engine vibration, significantly reducing engine wear. Many original dampeners are now either delaminated with age or have become unbalanced if chipped or dented. These new units are produced in Australia and engineered to the highest standards.

Crank Balancer	433-707	$284.95



NEW

ARP automotive Rating products

Ultra-Torque Lubricant by ARP

When applying a specific torque to bolts, or nuts, the objective is for each have the same clamping force, but friction can be an enemy. ARP's Ultra-Torque lubricant has been specifically designed to reduce tension preload scatter and eliminate the need to cycle high performance engine fasteners before final installation. Ultra-Torque is superior in terms of fastener preload repeatability and performance lubricating properties.

Ultra-Torque Lubricant - .5 oz.	322-815	$3.95



Super Duty Valve Spring Set

Higher tension springs increase your rev. limit beyond 7000 RPM! Designed for race-tuned engines.

Valve Spring Set	423-455	$69.95
Valve Stem Seal, each	290-890	0.75

Offset Cam Keys

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

2° Offset	327-005	$37.95
3° Offset	327-015	39.95
4° Offset	327-025	37.95
5° Offset	327-035	39.95



Alloy Flywheel Assembly

For quicker response and improved performance, our alloy flywheel assembly is the racer's choice. These lightened flywheels feature a removable steel face with a mechanically located ring gear.

1962-64 3 main	460-673	$524.95
1965-67 5 main	460-674	524.95
1968-80 5 main	460-675	524.95



Strengthened Rocker Shaft Outer Pedestals

Allows the use of stronger valve springs and very high engine speeds without the rocker shaft flexing. Fits 1963-74 heads with in-line oiling hole.

1963-74 Pedestals	460-268	$349.95



Tuftrided Rocker Shaft

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

Rocker Shaft	433-725	$57.75



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	$33.85

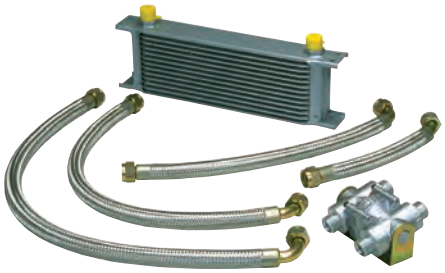


Nylatron Rocker Arm Spacer Kit

Very accurately machined rocker arm spacer kit. This kit replaces the power robbing original spring spacers allowing exact rocker arm spacing. Made from high strength Nylatron.

Rocker Arm Spacer Kit	460-362	$36.95

*See ordering page for details



Oil Cooler Installation Kits

These English made kits include hoses and adapter plates to allow installation of an engine oil cooler radiator. Thermostat controlled kits feature a full flow control unit that bypasses the radiator until operating temperature is reached. Oil cooler radiator is not included. Purchase separately from the radiators listed below.

Rubber Hoses		
1963-74½ Kit	235-905	$97.75
Stainless Hoses		
1963-74½ Kit w/Thermostat	235-840	$369.95
1974½-76 Kit w/Thermostat	235-850	329.95

Oil Cooler Radiators

The 13 row radiator is the most popular for street use. The 10 row radiator is for limited space applications, and the 16 row radiator may be used for increased cooling.

10 Row 11" x 3"	235-915	$57.75
13 Row 11" x 4"	235-925	74.95
16 Row 11" x 5"	235-995	97.75
19 Row 11" x 5¾"	235-845	139.95



Braided Stainless Steel Oil Cooler Lines

Heavy duty (and attractive) option.

26" Braided Hose	435-690	$46.95
39" Braided Hose	435-680	54.95
45½" Braided Hose	435-700	54.95
47½" Braided Hose	435-710	54.95

1974½-80 Oil Cooler Kits

Similar to the factory option. Includes rubber hoses, grommets, fittings and 10 row oil radiator. Not shown.

Complete Cooler Kit	235-990	$129.95



Magnetic Oil Drain Plugs

Magnetic drain plugs help protect your engine by collecting metallic particles before they get fed through the oil system.

Drain Plug	328-282	$14.95

FREE* SHIPPING on orders over $700



Aluminum Engine Back Plate

Aluminum is stronger and lighter than steel, plate is jig drilled for easy installation.

1968-76 (to 18V 797)	460-701	$469.95



Uprated Oil Pump & Spring

Fits all 5-main engines. This oil pump has been modified to the factory special tuning specifications for increased oil flow at high RPM.

Uprated Spring



Increase the oil pressure in your stock engine by about 20 psi. This is not a remedy for a worn engine in need of a rebuild!

Oil Pump	435-625	$109.95
Uprated Oil Pressure Spring	329-235	4.95

K&N Oil Filter

Now you can have K&N protection on your later MGB with top loading oil filter adapter.



K&N Oil Filter	235-825	$15.95





Spin-On Oil Filter Adapter

Easier oil changes are the result when you change your engine over to a modern spin-on filter. Includes all necessary pieces for installation, filter not included.

1963-67 Adapter Kit	235-940	$32.95
Spin-On Filter - Fram	235-880	9.95
Spin-On Filter - Wix	235-855	11.95
Spin-On Filter - K&N	235-830	15.95



MORE INFO ON WEB

with Windage Tray

Competition Oil Pan

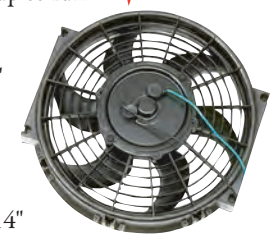
Improve your 5-main MGB engine with a competition inspired aluminum oil sump. With input from multiple SCCA championship winner Kent Prather, we've built a high performance upgrade to the cheap original stamped steel oil pan. The Moss Competition sump features design and construction elements from established racing practice. Whether your engine is stock or highly modified, keeping the oil cool and reducing the chances of oil surge will pay benefits in longer engine life. Mounting hardware included.

Features include:

- Sturdy die cast construction with a heavy mounting flange - adds stiffness to the bottom of the engine block.
- Cast in cooling fins to maximize heat dissipation.
- Competition inspired baffling prevents oil surge away from the oil pump pickup during hard maneuvering.
- An optional windage tray kit keeps oil from splashing on the crank and reducing horsepower.
- Works with your existing dip stick.

Competition Oil Pan	460-372	$329.95
Windage Tray	460-373	71.95

Hayden Electric Fans



Designed to be set up to run in either "pusher" (in front of the radiator) or "puller" configuration. The 10" fan fits all MGBs. The 12" requires at least 11½" x 12½". The 14" requires at least 13⅞" x 14¾". The preset temperature control will turn the fan on at 185°F and off at 170°F.

10" Electric Fan Kit, All	231-678	$154.95
12" Electric Fan Kit, 1977-80	231-688	159.95
14" Electric Fan Kit, 1977-80	231-658	174.95

SUSPENSION BUSHINGS:

We offer a choice of bushing designs to tailor the handling and ride quality of your car.

Improved A-Arm Bushings

Replace short lived original rubber lower control arm inner bushings with improved designs that offer greater longevity and more stable location.

V8 Lower A-Arm Bushings



Steel reinforced rubber one piece bushings which were originally used on the Factory MGB GT V8 cars. These offer much better location, but are susceptible to corrosion and must be pressed into the A-arms.

1 set required per car	280-498	$10.75



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.

8 required per car	280-485	$2.95



Black Polyurethane Bushings and Pads

Polyurethane is impervious to deterioration from the effects of ozone and is inherently far more wear resistant than stock rubber. These polyurethane bushes are hard enough to eliminate 90% of unwanted suspension deflection, yet remain flexible enough for a firm and quiet ride. The dark color makes them very suitable for restorations where the red color of other brands would be out of place. These will outlast stock bushings by 2-3 times.

Upper Front Trunnion Bush Kit	281-405	$6.95
Cross Member Pad Kit		
1963-74½	281-410	$23.95
1974½ -80	281-415	26.95

Improved Handling and Control

Upgrade front and rear suspension with high performance Prothane or Nylatron bushings and pads. These are harder than the original rubber and will transmit more road noise, but suspension components will be better located. This is particularly necessary if the vehicle is to be used for autocross or fast road use with upgraded tires. Front control arm and rear axle location are critical areas to upgrade, to give improved handling under acceleration and braking.





Nylatron Bushings

A compound of Nylon and Molybdenum Disulphide that gives a tough material that will handle heavier loading without deformation. Less compressible than Polyurethane, but can still be dented by a thumb nail. Some reaming and fitting may be required, bushings and pads are sold individually. Suitable for fast road use.

Upper Control Arm Outer Bushing		
4 req.	282-315	$3.45
Leaf Spring Shackle Bush		
8 req.	267-545	$4.95
Leaf Spring Mounting Pad		
4 req.	267-555	$6.95



MGC Polyurethane Bushing Kit

Polyurethane lasts 2-3 times longer than stock rubber, is hard enough to eliminate 90% of unwanted suspension deflection, yet is flexible enough for a firm yet quiet ride. Kit includes: Top Trunnion, Outer Fulcrum, Top Wishbone, Front and Rear Tie Bars, Torsion Bar, Anti-roll Bar, Damper Eye, Damper Pin, Rear Spring Eye, Rear Spring Pad, and Rear Shackle Bush.

MGC	780-918	$357.95

Prothane Bushings

Engineered to be long lasting and quiet, supplied with Teflon grease. Suitable for road use.

Lower Control Arm Inner Bushing Set		
1 kit req.	281-400	$36.95
Upper Control Arm Outer Bushing Set		
1 kit req.	282-325	$16.95
Front Cross Member Pad Set		
Chrome Bumper, 1 kit req.	264-906	$44.95
Front Cross Member Pad Set		
Rubber Bumper, 1 kit req.	264-907	$49.95
Complete Front Kit, includes all the above.		
Chrome Bumper Cars	264-918	$94.95
Rubber Bumper Cars	264-928	96.95
Leaf Spring Front Eye Kit		
1 kit req.	267-525	$55.95
Leaf Spring Shackle Kit		
2 kits req.	282-855	$16.95
Leaf Spring Mounting Pad Set		
1 kit req.	281-600	$32.95
Complete Rear Spring Kit		
includes all 3 items above	267-538	$109.95
⅜" Front or Rear Sway Bar Mounting Bush Set		
1 kit req.	280-935	$14.95



Prothane Gearbox Mounting Bushings

Gearbox Steady Rod Pad Set		
All RD, GT 1968-80	282-335	$16.95
Gearbox Center Pin Bush Set		
RD 1968-80, all GT	280-056	$12.95
Combination Kit		
Includes both kits 1968-80	282-338	$28.95



Camber Adjusting Bushing Sets

Offset nylon bushings allow for fine tuning of camber, four bushings per kit.

Camber Adj. Bushings	282-308	$29.95

*See ordering page for details



Front Sway Bars

Front sway bars are a major influence in how your MGB handles. The following observations should also be considered in selecting a sway bar.

1. Increasing the bar diameter will reduce body roll. Too strong a bar will again allow understeer to develop, and increase suspension harshness.

2. Larger tires and wheels may allow use of a larger bar due to the increased unsprung weight.

3. The amount of load transferred by the sway bar (ie., its stiffness) increases with the cross-sectional area. It is easily seen that a small increase in bar diameter produces a large increase in the load transfer capacity.

Sway bar installation kits allow installation of front sway bars on cars to which sway bars were not originally fitted.

Front Sway Bars		
⅝" Bar (120% increase)	454-965	$159.95
⅝" Bush (2 req.)	021-767	1.40
¾" Bar (280% increase)	454-945	139.95
¾" Bush (2 req.)	280-915	1.95
⅞" Bar (450% increase)	454-955	159.95
Sway Bar Installation Kits		
Kit for ⅝" Sway Bar	454-978	$94.95
Kit for ¾" Sway Bar	454-948	79.95
Kit for ⅞" Sway Bar	454-958	99.95



Anti-Tramp Bar Kit

The rear leaf spring of the MGB is prone to windup under hard acceleration. These Anti-Tramp bars connect the front spring eye to the center spring plate and prevent the front of the leaf spring from distorting under load. Drilling through the floor of the car is required.

Tube Axle Anti-Tramp Kit	454-935	$399.95
Banjo Axle Anti-Tramp Kit	454-936[1]	399.95

[1]Special Order - Allow 4-6 weeks for delivery.

Tube Shock Conversion Kits

The original Armstrong lever arm shocks were a good design and offer good value for the money under most street driving applications. Installing a tube shock conversion does give a wider choice of damping options for both fast road use with stiffer springs and also a more comfortable ride when the car is driven at slower speeds.

Rear Conversion Kits

The original lever shock is removed and an upper mounting plate bolted to the frame using the original shock bolts to maintain strength and prevent frame damage. The lower spring plates are switched side-to-side and used as the lower mounting point. Damping rates must be kept soft or ride quality and handling will suffer. These kits will improve rear axle location when cornering on bumpy surfaces.



Rear Spax Kit - Adj. Shocks

For road use these should be kept on the soft setting.

Rear Kit w/Spax Shocks	268-228	$369.95



Moss Rear Shock Kit

These shocks were carefully chosen to give improved control without being too stiff. They are suitable for fast road use with the original rate leaf springs.

Rear Kit w/Monroe Shocks	268-126	$239.95

Front Conversion Kits

Front conversion kits use an upper bracket that mounts under the original lever arm shock, which is retained with the damping valve removed. Please note the original shock arm seals must be in good condition.



Front Spax Kit - Adj. Shocks

Gas pressurized shocks have a screwdriver slot adjuster which can be accessed with the shocks installed. This kit allows adjustment of damping to match upgraded springs and sway bars or for lowered cars with limited suspension travel.

Front Kit w/Spax Shocks	264-677	$599.95
Repl. Shock	264-672	164.95



Moss Front Shock Kit

Based on years of experience, the mounting brackets have been completely re-designed and the shock options updated. The KYB shocks offer higher damping rates than stock for use with upgraded springs or sway bars. These shocks are recommended for fast road use. The Monroe Sensatrac shock provides a comfortable ride with less "jarring" over bumps and would be recommended for use on touring cars that are not intended for fast road use.

Front Kit w/KYB Shocks	268-122	$539.95
Front Kit w/Monroe Shocks	268-121	499.95

Springs & Lowering Kits

We carry a full line of stock and performance springs. Lowering a car will improve handling, but higher spring rates are necessary to prevent bottoming the suspension due to reduced travel. A large increase in spring rate requires an increase in shock rate, so we do recommend either up rated valves or tube shock conversions for spring rates of 550 or 660 lb./in.

Rear Lowering Kits



This kit will lower the rear 1" and is a safe and simple way to reduce the height of rubber bumper cars. They may also be used on earlier cars for competition use. Kits include spacer blocks, longer u-bolts and nuts. We strongly recommend using the Polyurethane leaf spring mounting pad set.

Lowering Kit for Banjo Axles		
1962-67, except GT	268-165	$99.95
Lowering Kit for Tube Axles		
1968-80, all GT	268-140	$69.95
Polyurethane Leaf Spring Mounting Pad Set		
Poly Leaf Spring Mount	281-600	$32.95



Rear Springs

For best handling lowered rear springs are recommended to balance changes in front ride height. For best handling the same spring rate and design as original should be retained. The 1" lowered springs are de-arched and the 2" lowered springs have reversed eyes.

Note: ride heights are given for reference only. Final ride height is determined by many factors and can vary as much as 1" from car to car.

The standard spring rates and ride heights are:

Chrome Bumper MGB	93 lb./in. rate 14½"
Rubber Bumper MGB	110 lb./in. rate 15½"
Roadster	6 leaf
GT	7 leaf

Springs are sold each, but should be replaced as pairs

Roadster 6 Leaf Springs			
93 lb./in.	2" lowered - Reverse Eye	456-225	$189.95
93 lb./in.	1" lowered - De-Arched	456-205	169.95
110 lb./in.	1" lowered - De-Arched	456-215	179.95
GT 7 Leaf Springs			
93 lb./in.	1" lowered - De-Arched	456-375	$169.95
93 lb./in.	2" lowered - Reverse Eye	456-385	189.95

How to Measure Ride Height

With your car on level ground, measure vertically from the center point of each front wheel hub to the bottom of the chrome strip. Take the average of the two measurements.

Note: ride heights are given for reference only. Final ride height is determined by many factors and can vary as much as 1" from car to car.

The standard spring rates and ride heights are:

Chrome Bumper MGB 1962-'74½		
	348 lb./in.	14½"
Rubber Bumper MGB 1974½-'80		
	372 lb./in.	15½"

Lowering a rubber bumper?

We suggest the following parts to lower a rubber bumper MGB approximately 1" front and rear. The front spring rate is increased to offset the reduced suspension travel.

Note: Worn rear springs will bottom out more easily, so ensure the rear bump stops are in good condition.

Front Springs (480 lbs), pair	264-386	$119.95
Rear Spring Lowering Kit	268-140	69.95
Rear Spring Pad Set (set of 4)	281-600	32.95
Rebound Strap (2 req.)	267-565	5.75

Coil Over Kit



This tried and tested conversion brings the MGBs front suspension up to modern standards of handling, road holding and ride comfort, by combining the spring and damper into a single unit.

This conversion enables the old lever arm dampers to be discarded and replaced with a sturdy top wishbone assembly (which can be removed at any time to return the car to standard). When fitted, the dynamic suspension offers the MGB owner a number of improvements including a more positive ride, lighter steering, responsive suspension when cornering at speed and, the ability to adjust the cars ride height. The road springs are retained by collars on the dampers allowing the spring and damper to work together, providing better ride and control. The lower collar on the damper is screw adjustable - allowing the ride height to be adjusted. All major components are coated in a corrosion resistant finish. Installation is straightforward and the whole conversion can be completed within 4-5 hours.



The kit comes complete with:

- new lower spring pans
- upper wishbones and mounting blocks
- neoprene upper wishbone and damper mounting bushes
- shock absorber unit and spring
- mounting hardware
- fitting instructions.

Road	268-198	$999.95 FREE
Fast Road	268-208	999.95 FREE
Competition	268-218	999.95 FREE



Spring Spacers



These Nylon spring spacer rings raise the ride height 3⁄16" (5 mm). A maximum of two per side can be used. Sold individually.

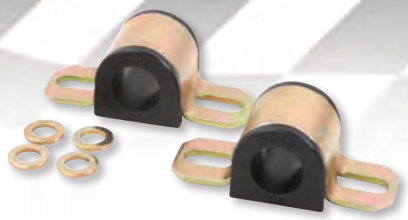
Front Spring Spacer	264-325	$14.95

Front Spax Kit - Adj. Shocks

Gas pressurized shocks have a screwdriver slot adjuster which can be accessed with the shocks installed. This kit allows adjustment of damping to match upgraded springs and sway bars or for lowered cars with limited suspension travel.

Front Kit w/Spax Shocks	264-677	$599.95
Repl. Shock	264-672	164.95

*See ordering page for details



TOURIST TROPHY®



Swaybar Mount Kit - ⅞"

Swaybar installation is a straightforward job with our Mounting Kit. Using high quality brackets and bushings, your swaybar will operate smoothly and reliably.

Mount Kit	263-919	$39.95

Solid Sway Bar Mounts



Competition-designed machined aluminum. Expect an increase in road noise. Sold as a pair.

For ⅞" Bars	263-445	$69.95
For ¾" Bars	263-435	69.95



Castor Correction Kit by Frontline-Costello

These castor correction wedges slip between the front subframe and the body to reduce the built in castor angle to one more suitable for modern tires. The reduction in steering effort is dramatic, making this upgrade an absolute must for any MGB running radial tires.

Castor Correction Kit	264-855	$269.95

Heavy-Duty Shock Valves



About 25% stiffer than stock valves. Sold individually.

Front	264-345	$36.95
Rear	267-975	29.95

Shortened Front Bump Stops



These are recommended when using lowering springs. Increases suspension travel lost by lowering the car. Sold individually.

Bump Stop	266-590	$32.95

Rear Shackle Solid Mount Kit



This kit replaces the rubber bushings at the rear of the leaf spring with exact tolerance bronze bushings and delrin thrust washers. Originally designed for racing, this design is suitable for autocrossing or fast road use.

Rear Axle Locator Kit	267-548	$77.95

Adjustable Hollow Sway Bar Kit by Tourist Trophy

A Moss exclusive - this adjustable sway bar from Tourist Trophy has "multiple personalities" to suit any MGB driver's needs. Tuned one way you'll experience a comfortable ride; tune it up and you've got a high-performance bar. And the difference happens with the easy switch of two mounting bolts. The adjustable end link mounting points give the equivalent of a ¾" bar for regular driving and a ⅞" bar for autocross or canyon carving. Tubular bar stock is used to cut weight, and the kit includes polyurethane mounts and heim-jointed end links with specially fabricated spacers.

Features:

- Lightweight design - Bar weighs 3 lbs., 9 oz.
- Polyurethane mounting bushes
- Heim-jointed end links
- Adjustable, equivalent to ¾" or ⅞" solid bar

Adj. Front Sway Bar Kit	454-962	$299.95



Front Spring Sets by Suplex

We're asked what the big deal is with "those pricey Suplex springs." Here's the deal: They're that good. Simply put, they are made from pricey material that make them lighter, smaller and more durable than conventional springs. One of the great advantages of a smaller diameter spring is that it can compress further—in some applications giving you an inch more suspension travel. Five-year warranty. Sold as pairs. GT ride heights where not specifically quoted will be slightly lower.

Measuring Ride Height:

We have quoted approximate ride heights as a guide. With the car on level ground, measure the ride height from the centre of the wheel hub vertically to the wheel arch lip. Ride heights may vary.

	Rate lb./in.	Installed Height		Part #	Price
		Chrome	Rubber		
RD Standard - to late 1972	348	14.4"	15.1"	264-376	$119.95
RD Standard - late 1972 on	400	14.6"	15.3"	264-381	119.95
GT Standard - to 1974.5	480	13.8"	n/a	264-391	119.95
GT Standard - 1974.5 on	400	n/a	13.6"	264-381	119.95
Road - Uprated	480	14.0"	14.7"	264-386	119.95
Road - Lowered	550	13.8"	14.5"	264-389	119.95
Road - Sprint	550	13.4"	14.1"	264-396	119.95
Race - All	660	13.2"	13.9"	264-336	139.95





Dual Hoop Roll Bar by Boss Frog

This bar has been designed to meet SCCA guidelines based on destructive testing. Made from 1.75" DOM tubing with fully boxed headrest area for strength. The front feet mount to the floor of the car, the outside feet to the wheel arch and the inner feet to the top of the differential hump. Hardware, backing plates and instructions are supplied. The MG logo cutouts can be backlit for a stunning effect. Powdercoated black.

Dual Hoop Roll Bar - Black	459-022	$787.95 OS



Roll Bar

Bolt-in roll bar looks great and causes minimum restriction of cockpit space. They're even designed to fit inside the convertible top. The optional pad is vinyl covered and uses snaps and velcro fasteners. Includes mounting hardware. Does not fit 1969-70 w/inward folding top frames.

1963-74	459-025	$569.95 OS
Roll Bar Cover	236-000	99.95

NEW



COBALT® PRECISION AUTOMOTIVE

Stainless Steel Brake Hose Set by 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.

MGB - All	180-898	$69.95



GOODRIDGE

Stainless Steel 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.

Brake Hose Set	182-228	$115.95



Brake Servo Unit - Single Line System

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 System Brake Servo	182-290	$189.95





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

MGB	182-222	$39.95
MGC	585-522	39.95



MGB V8

EBC Greenstuff Pads

Made in the UK for "fast road" use. Kevlar brake pads for improved stopping, reduced fade and dusting. The MGB V8 pads can be used in the standard MGB caliper to add extra swept brake area. Combine these pads with our new slotted rotors for the ultimate in braking with the stock caliper.

Greenstuff Pads	585-630	$79.95
MGB V8 Greenstuff Pads	585-650	99.95

Hawk Brake Pads

Designed for the serious street and autocross enthusiast these pads are at home on both the track and street.

Note: Due to the increased friction levels, brake rotor life may be decreased.

Hawk Brake Pads	585-610	$109.95



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

MGB	182-227	$29.95
MGC	585-527	29.95

*See ordering page for details

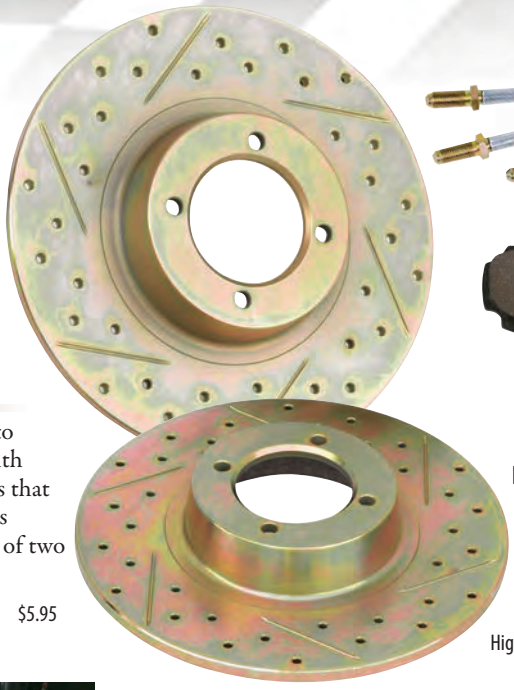


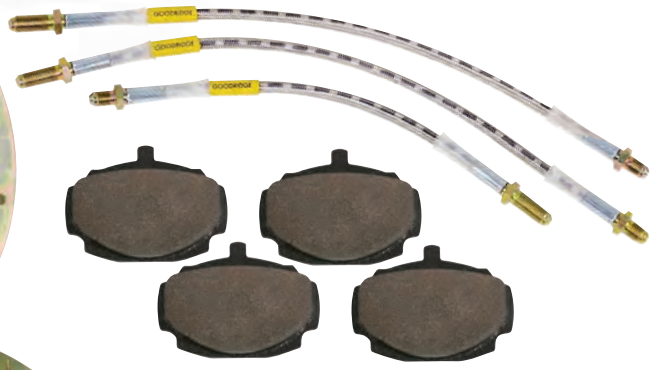
NEW

Permatex Disc Brake Quiet

Apply to the back of your brake pads to eliminate brake squeal. Compatible with anti-lock brake systems and brake pads that do not have anti-squeal shims. Protects against corrosion. Comes in a package of two .25 oz. packets.

Disc Brake Quiet	583-825	$5.95

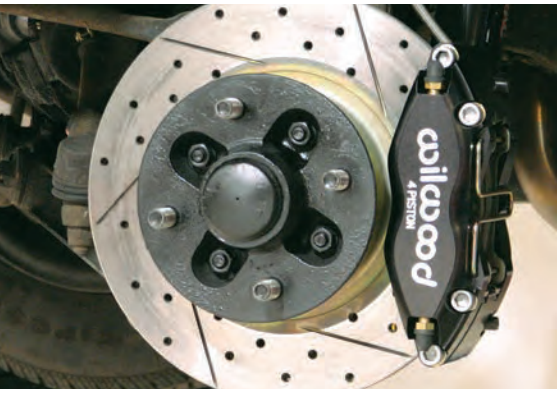




High Performance Brake Kit

Combine our slotted, cross-drilled rotors with Hawk brake pads. Add a set of braided stainless steel hoses and you have an awesome improvement to the braking ability of your car.

High Performance Brake Kit	586-608	$394.95



Big Brake Kit

Combine Wilwood aluminum four piston calipers with our unique drilled and slotted rotors. Throw in a set of braided stainless lines and you have improved pedal feel, better stopping power and less unsprung weight. Looks, handling and brakes all in one package. This kit does not require 15" wheels and will work with original Rostyle and wire wheels. The brake calipers do have dust seals, so the kit is suitable for regular road use.

Note: Will not fit "LE" Limited Edition wheels.

Wilwood Brake Kit	586-628	$1,299.95 FREE
Replacement Rotors - Pair	586-606	199.95

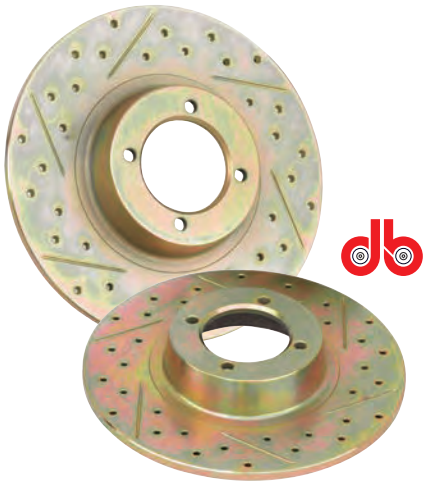
COBALT® PRECISION AUTOMOTIVE



Slotted Brake Rotors

Under hard use the brake pad surface emits gases which cause the pad to plane over the surface of the rotor. The grooves in these Moss Motors exclusive rotors channel the gases away from the braking surface and reduces brake fade. The grooves also reduce pad material buildup on the rotor surface and help prevent glazing of the pad. Sold as a pair.

Slotted Rotors	588-630	$139.95



dba

Cross-Drilled & Slotted Rotors

Get the stopping power you need with a Moss Motors exclusive. Cross-drilled holes lower brake temperatures and reduce rotational mass and increase out-gassing, while slots allow excess water, dirt and dust to dissipate. Sold as a pair.

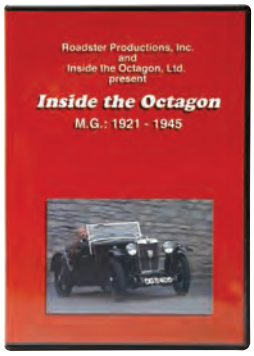
Drilled/Slotted Rotors	586-605	$199.95



Brake Caliper Paint System

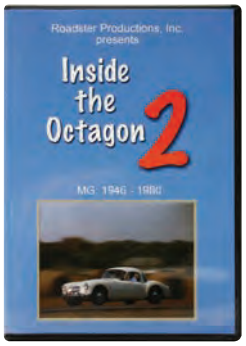
Make your brake calipers look as special as the rest of your car. In a couple of hours, your calipers can have the same colorful high gloss luster found on very expensive German sports cars. The paint has an industry leading heat resistant capability of 900° F. Kits come complete with the following: 2 component high tech paint system, 1 can of brake caliper cleaner, 1 mixing cup, 1 application brush. Ground shipping only.

Red	216-800	$49.95
Yellow	216-801	49.95
Silver	216-803	49.95
Black	216-804	49.95



DVD: Inside the Octagon

Inside the Octagon - MG: 1921-1945 is a fascinating portrait of the pre-war MG Car Company painted by people who were there during MG's magic years. Through interviews and rare archival footage of pre-war MGs, you will experience the quest for the 100mph "baby car," the thrill and danger of pre-war racing, the family of MG workers, and the development of the most successful British sports car ever built! 96 minutes.



Inside the Octagon 2 - MG: 1946-1980 chronicles the MG Car Company from 1946 to 1980. Once World War II was over, the MG Car Company hurried back into car production with the MGTC. Steel was rationed, and England needed an infusion of foreign currency. The MG Car Company turned to the export markets, and a decades-long love affair began between America and the little British sports car. From cars based on pre-war designs to the futuristic Roaring Raindrop and the beloved MGB, MGs were synonymous with fun and excitement until the end came in 1980 when British Leyland closed the MG factory in England. 86 minutes

DVD 1: 1921-45	211-061	$24.95
DVD 2: 1946-80	211-062	24.95



SU Carb Rebuild Video

Tune or rebuild SU carbs with this easy-to-follow 2 hour 40 minute video.

SU Rebuild Video, DVD	211-036	$49.95



Total MG Engine Rebuild Video

This informative video covers engine removal, dismantling, reassembly, and installation. The 90 minute presentation by "Dr. Doolin" is loaded with valuable information for anyone rebuilding an MGA or MGB engine, DVD.

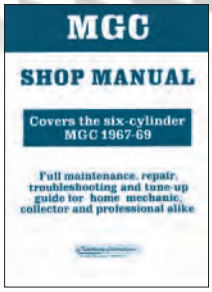
Engine Rebuild Video	211-141	$76.95



DVD Video Guide to MGB Maintenance

This video covers all of the regular maintenance and operational services that you can do yourself with regular hand tools. It's very handy to see these jobs performed by a professional, so you can determine ahead of time if it's something you want to try. Better understanding of your car means more driving enjoyment.

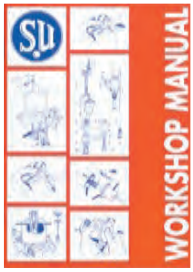
Guide to Maintenance	211-071	$32.95



MGC Factory Manual Reprint

Everything from basic tuning data, to torque settings and complete component rebuilding.

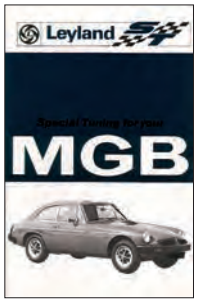
MGC Factory Reprint	212-360	$44.95



SU Workshop Manual

Factory workshop manual for SU carburetors and fuel pumps.

SU Workshop Manual	211-305	$22.25



Competition Preparation Manual

Reprint of the original factory competition manual. Get the most out of your MGB.

1968-80	211-010	$16.95

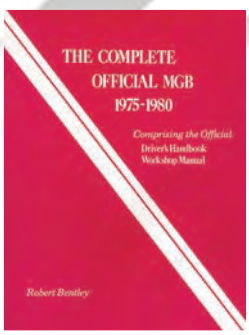


Lucas Fault Diagnosis

For professional technicians, easily to understand by the non-professional. Softbound, 8½" x 11", 46 pages.

Lucas Fault Diagnosis	990-035	$8.95

*See ordering page for details



Bentley Shop Manuals

Robert Bentley manuals contain reprints of the factory workshop manual, plus the owner's manual. The most complete and authoritative manual available.

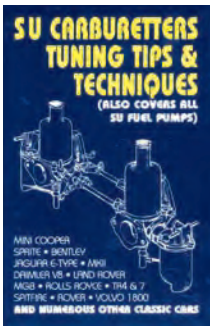
MGB 1962-74	212-320	$64.95
MGB 1975-80	215-325	53.95



Robert Bentley's Repair Manual for British Cars

Written in 1970 this book is a wealth of fault finding and repair references for the British car owner. Covering a wide range of cars from Minis to Cortinas and all the sports car range, this book explains how the cars work and how to repair them. Softcover, 7" x 9". 380 pages, 225 b/w photos, 152 illustrations and diagrams.

Bentley Repair Manual	213-785	$49.95



SU Tuning Tips & Techniques by G.R. Wade

Factory information to help you solve all standard SU problems.

SU Tips and Techniques	211-345	$24.95



Owner's Manual Reprints

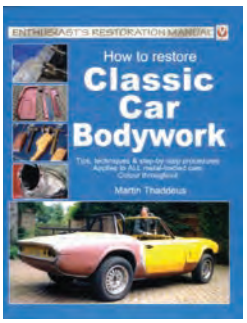
Reprints of the manuals originally supplied with your car. From basic tuning and maintenance, to putting up the top.

MGB 1963-67	210-840	$16.95
MGB 1968-69	210-910	16.95
MGB 1970-72	210-920	16.95
MGB 1973-74	210-930	16.95
MGB 1975-76	210-940	16.95
MGB 1978-80	210-965	16.95
MGB 1970-74, UK spec	210-970	12.50

MOSS MOTORS e NEWS

Be the first to hear about specials, new products and the latest news.

Sign up at MossMotors.com



How to Restore Classic Bodywork

We have been waiting for a comprehensive book that details typical bodywork needed by our classics including door skins, floor and sill replacement and rust repair. This book covers all these restoration techniques and is packed full of photos of denuded MGs and Triumphs being given a new lease on life. Softbound, 8" x 10½", 112 pages.

How to Restore Bodywork	212-416	$39.95

NEW



Don Hayter's MGB Story

As the Chief Design & Development Engineer, Don Hayter tells the inside story of the MG Design office, from 1956 until its closure in 1980. He explains how the various models were drawn, planned, and developed by a small team of engineers with personal anecdotes and never before published photos. 96-page paperback with 76 color and black & white photos.

Don Hayter's MGB Story	213-795	$24.95



Haynes Workshop Manuals

Excellent guides to tune up and maintenance.

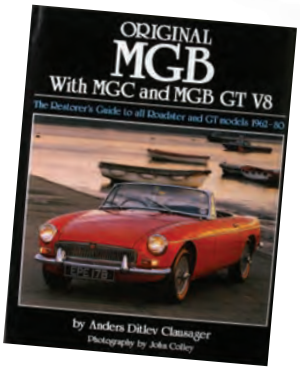
Carburetor Manual	211-430	$24.95
MGB Manual	212-405	24.95



Glovebox Workshop Manuals

These glovebox sized manuals are packed with information. Tune up data, repair and rebuilding information, dimensions and torque specs are in these compact 5½" x 8½" books.

MGA/MGB 1955-68	212-460	$31.50
MGB 1968-80	212-470	24.95



Original MGB/MGB-GT/MGC

The Restorer's Guide series has the information needed to determine how a restored car should look and what parts it should contain. Trying to find out what the color of an engine block, interior piping, or carpet was originally, might have been a problem in the past. Drawing from factory records, parts lists and catalogues, as well as the knowledge of a panel of experts, these books provide what constitutes an "original" car. Hardbound, 9" x 12", 112 pages, over 200 color photos.

Original MGB/MGB-GT/MGC 211-355 $49.95

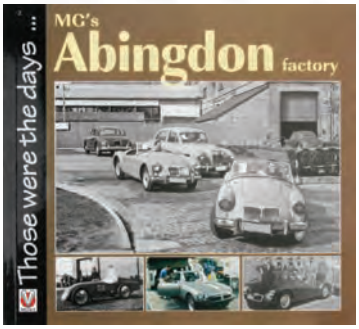




MGB, MGC & MGB GT V8 by David Knowles

A refreshing new approach that makes good reading. Lots of photos and technical specs. Covering the entire history of the cars from conception to the final roll down the production line.

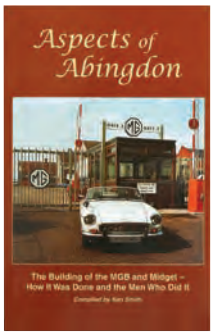
MGB, MGC & GT V8 211-455 $29.95



MG's Abingdon Factory

The MG story from the men that built the cars. It's a must-have for any MG fan.

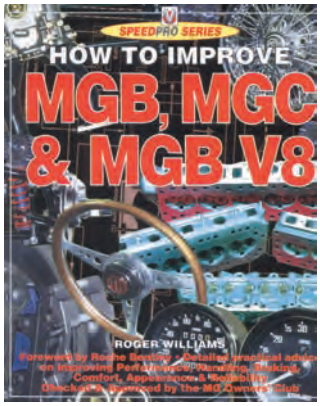
MG's Abingdon Factory 212-195 $24.95



Aspects of Abingdon by Ken Smith

This is the 2nd edition reprint of a tribute to the workers who built the MGBs, MGCs and Midgets at the MG factory in Abingdon-on-Thames. With updated text, revised chapters and new photos. Learn how the cars were assembled and the changes needed to meet Federal safety and smog requirements.

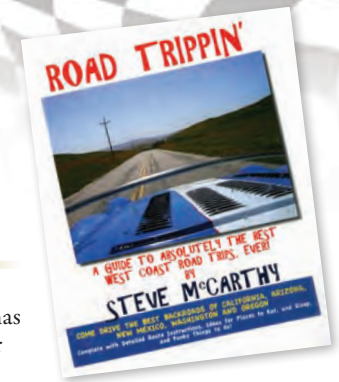
Aspects of Abingdon 213-025 $19.95



How to Improve MGB, MGC & MGB V8: 2nd Edition

Covers all aspects of improving these cars for today's conditions and for higher performance generally. How to improve power, braking, appearance and comfort. Checked and approved by the MG Owners Club, written by expert Roger Williams. Softbound, 8" x 10", 176 pages.

How to Improve - 2nd Edition 213-171 $34.95



Road Trippin'

Steve McCarthy has put together the most comprehensive guide to the best West Coast road trips ever, and a great read! With his wife as co-pilot, Steve drove his 1960 Triumph TR3 to research all the trips in this guide, and writes with humor and wit. Detailed instructions of each trip, ideas for places to eat and sleep, and even funky things to do on the trips are included. Covered are great back-road drives to and through Death Valley, Route 66, Highway 395, Monument Valley, the Iron Bottom route and much more. Softbound, 102 pages, color pictures.

Road Trippin' 212-865 $27.95



MGB: The Complete Story by Brian Laban

A recent release in the growing Crowood Auto Classic Series, the author has an easy to read style and covers the history, technical background and enjoyment of the MGB. 208 pages, softcover.

MGB: The Complete Story 212-230 $29.95



SU High Performance Manual

Who wouldn't benefit from knowing the secrets that SUs hold? If you are looking to increase your SU repertoire this is the book for you. Lots of pictures and illustrations. 96 pages.

SU High Performance 211-466 $29.95

*See ordering page for details



How to Restore Automotive Interiors

A major part of any auto restoration is bringing the 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 coverings and headliners, as well as adding sound dampening and thermal insulation.

Interior Restoration Guide	213-865	$29.95



Weber Carburetor Tips DVD

Get to know your Weber carburetor. For nearly an hour Mike Pierce of Pierce Manifolds will walk you through the features and operation of DGV and DGEV, or DCOE style Webers, and give you professional tips to enable yours to run at its best.

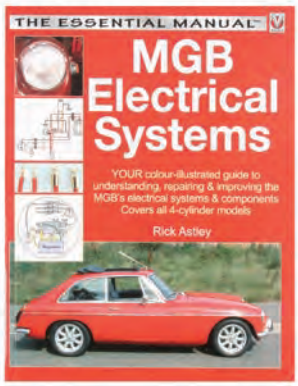
DGV and DGEV	222-267	$21.50
DCOE	222-269	$23.95



Practical Classics

This book covers all aspects of restoration including body work, mechanical repair, electrical, paint and trim. Softbound, 7¾" x 10¼", with over 370 illustrations.

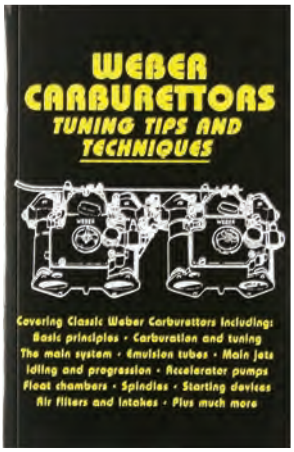
Practical Classics	212-370	$25.95



MGB Electrical Systems by Rick Astley

This is the book that MGB owners have been waiting for. Based on the information that was on his definitive web site, Rick has produced a book that covers everything from understandable theory to recommendations for upgrades and replacement of troublesome components. The 185 page book is filled with color photos of components and simplified diagrams of electrical circuits. Both early and late model cars are covered as are differences between the UK and export models. We rate this a "must have" book.

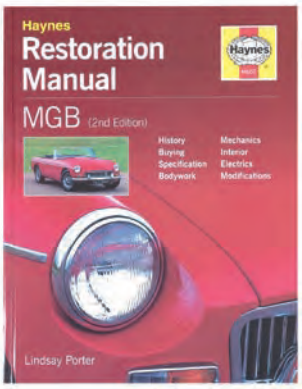
MGB Electrical Systems	211-615	$54.95



Weber Carburettors: Tuning Tips and Techniques

A distillation of many years experience of working with Weber carbs. The mysteries of why and how they work so well and the practicalities of getting the best from them in any application are explained at length. Setting the carburetor to suit a particular engine, fault-finding, and the maintenance and repair of older carburetors are all topics which receive detailed attention. 128 pages, 200 b/w illustrations.

Weber Carbs, Tuning	213-431	$23.95

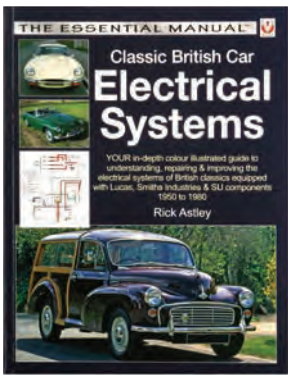


Haynes Restoration Manual by Lindsay Porter

Complete coverage of mechanical repair, body work, electrical, upholstery, and tires. Previously titled "Guide to Purchase & D.I.Y. Restoration." Hardbound, 8¼" x 10¾", 352 pages, 1530 illustrations.

Restoration Manual	211-365	$39.95





Classic British Car Electrical Systems

The electrical systems used in British cars from 1950-80 have gained some notoriety, most of it unfavorable and much of it undeserved. Based on a formula proven in Rick Astley's previous and much acclaimed book, MGB Electrical Systems, this new book breaks down the electrical systems of classic British cars into separate and easily understandable sections. With hundreds of color photographs, diagrams, and fault-finding tables the veil of mystery is removed. Softbound, 176 pages, 8" x 10.6".

British Car Electrical Systems	211-810	$49.95

MADE IN ENGLAND

FREE* SHIPPING on orders over $700



Classic Color Spray Paints

Paints are ozone friendly. Bare metal must be primed to achieve satisfactory results. 12 oz. aerosol cans. Ground shipping only.

Dark Red - Engine to 1972	220-540	$20.95
Black - Engine 1972 on	220-575	14.95
Lt-Green - Engine MGC	220-550	20.95
Engine Primer	220-576	14.95
Silver-Grey - Disc/Wire Wheel	220-560	20.95
Black Wrinkle-Finish	220-570	17.95



Connolly Leather Cleaner

Used for decades by the world's premier car manufacturers. Easily removes difficult spots on your leather interior without drying the finish.

Connolly Leather Cleaner	220-211	$34.95



Connolly Hide Care

This is the 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	$32.95



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	$15.95



Renovo Soft Top Care

The best care you can give to your fabric or vinyl convertible top. Water based Renovo products clean, waterproof and revive tired tops safely.

Fabric Top Dry Cleaner	220-260	$20.95
Water & Stain Proofer, 1 L	220-265	33.95
Water & Stain Proofer,500 mL	220-280	20.95
Vinyl Top Cleaner, 500 mL	220-285	20.95
Vinyl Top Protector, 500 mL	220-290	20.95
Plastic Window Polish, 50 mL	220-276	20.95
Black Fab. Top Reviver, 1 L	220-250	49.95
Black Fab. Top Reviver, 500 mL	220-270	29.95



Convertible Top Maintenance

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

Top Cleaner	221-505	$14.95
Fabric Protectant	221-510	24.95
Vinyl Protectant	221-515	21.95



Auto Dry Blade

This 11½" 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	$18.95

MADE IN ENGLAND



AutoGlym Car Care

For over 30 years Autoglym of England has been producing award winning shine on many of the world's finest automobiles. Used by such companies as Jaguar and Aston Martin for Motorshow preparation. Moss is proud to introduce a full line of Autoglym car care products.

Vinyl & Rubber Cream	220-955	$14.95
Leather Care Cream	220-957	20.95



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	$21.95



Mini Car Duster

Wax treated cotton fibers lift dust off surfaces. Simply shake the dust out after every use. Will not scratch finish.

Mini Duster	231-671	$17.95



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 wire wheel cleaning a snap.

Wire Wheel Brush	386-940	$6.95

*See ordering page for details



Novus Plastic Polish

Bottle #1 cleans and polishes plastics. Bottle #2 restores the original appearance of plastics. Bottle #3 removes heavy scratches and abrasions from acrylic surfaces. Final finishing requires Novus #2. 8 fl. oz. bottles.

#1 Plastic Polish	220-605	$6.25
#2 Plastic Polish	220-610	8.95
#3 Plastic Polish	220-615	10.95



Brake Fluids

Castrol LMA & Lockheed Brake Fluid:
Both LMA brake fluids exceed all factory DOT specifications. Compatible with all British brake systems.

Silicone Brake Fluid:
Will not absorb moisture from the air like ordinary brake fluids, resulting in longer life for brake cylinders and hoses. One quart is sufficient for fluid change in one car.

Lockheed 500 mL	220-400	$6.75
Castrol 12 oz.	220-455	5.95
Castrol 1 gal. can	220-505	55.95
Silicone Brake Fluid 1 qt.	220-410	29.95



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 relubricated at least once per year as part of a regular maintenance program.

57 g. (2 oz.) Tube	221-405	$9.95
250 g. (8.8 oz.) Jar	221-410	21.95



Colorbond Interior Refinisher

Aside from a grinding wheel and a blowtorch, we tried everything to get our newly painted seats to peel, crack or fade. It didn't happen. Along with our interior, we ourselves were converted. So if you have leather, vinyl, fabric or plastic pieces that work fine but look old or faded, simply spray them with Colorbond. It will make you a believer too.

Colorbond penetrates the surface and forms a permanent molecular bond. Amazingly, it's dry to the touch in less than a minute and your vehicle can be used within 10 minutes of application. A coating of Colorbond is thin and does not stiffen the surface. You can use it on the dash, seats, instrument panel, steering wheel, convertible top, and virtually anywhere on your car.

Cleaner - 4 oz.	216-810	$9.95
Adhesion Promoter - 12 oz. Aerosol	216-811	16.95
Refinisher - 12 oz. Aerosol - Black	216-815	20.95



Shock Absorber Fluid

Custom blended specifically for British Girling and Armstrong lever action shock absorbers. Convenient flip-open pouring spout for easy refills. 16 fl. oz.

Shock Fluid	220-304	$20.95



Finnigan's Waxoyl

Your best defense against rust. Starter kit includes 2.5 liter can of Waxoyl, pump and sprayer.

2.5 Liter Waxoyl Kit	225-360	$139.95
5 Liter Waxoyl Refill	225-370	89.95
400 mL Waxoyl Spray	225-375	24.95

Corroseal Rust Converter

Rust. Is there a more deplorable four-letter word? Corroseal is the best way to deal with rust because it is less expensive, less time consuming, and is more environmentally friendly than sandblasting. Corroseal Rust Converter chemically alters rust (iron oxide) into a stable substance, magnetite. It also primes the surface with a high quality latex metal primer at the same time. Corroseal 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 cleanup with soap and water

Corroseal Rust Converter	232-205	$29.95





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. One advantage of this spray that we really like is that it goes on as a mist rather than a stream for a more complete and consistent coverage. 13 fl. oz.

Spray Adhesive	409-036	$20.95



Distributor Cam Grease

For reliable performance and long distributor life, keep your breaker cam lubricated. Cam grease ensures proper point actuation in both extreme high and low temperatures. (.25oz tube)

Distributor Cam Grease	143-105	$16.95



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 slushing compound to give maximum adhesion of the sealer. Our tank cleaner should be used first to remove oils or grime. 16 oz.

Step 3: Slushing
This slushing 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	$37.95
Etcher	220-630	18.95
Slushing	220-450	49.95



Dashpot Oil

Specifically designed for both SU and Zenith carbs, this oil will ensure your car's proper performance. 125 mL.

Dashpot Oil	220-225	$8.25



WaterWetter

A wetting agent which helps coolant "bond" to metal surfaces thus increasing heat transfer. Highly recommended for all climates.

WaterWetter	220-115	$20.95



Wellseal Jointing Compound

Made in England and specified by many workshop manuals, this non-hardening gasket sealant allows you to float the gasket into position while staying flexible under load.

Wellseal	221-540	$21.95



Hylomar Gasket Sealants

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.

Hylomar "AF" Solvent Free Sealant	232-215	$20.95
Hylomar "M" Acetone Sealant	232-220	15.95



"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	$9.95



Brake Lube

This grease aids in the assembly of natural and synthetic rubber brake components. Recommended for use inside master cylinder boots, or hydraulic expander assemblies where natural or synthetic rubber is present.

Brake Lube, 17 g.	220-442	$6.45



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	$13.95

MORE INFO ON WEB

ZDDP ZPaste™ Camshaft & 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 install, paste is designed for use on cam lobes and tappets only.

Single Use, 1 Camshaft	220-806	$7.95

MORE INFO ON WEB

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	$11.45
ZDDPlus, case of 25	220-908	259.95

ReLead & Stor-N-Start



ReLead replaces the valve lubricating qualities of lead formerly used in gas. Stor-N-Start is an additive that prevents deposits from forming in fuel lines and carburetors.

ReLead	220-390	$21.95
Stor-N-Start	220-375	8.95

*See ordering page for details

Collector's Choice Engine Oil



MORE INFO ON WEB

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	$9.95
20W-50, case of 6	220-811	49.95

Transmission Oil



Effective in all manual transmissions. Also improves copper corrosion protection to prolong the life of brass and bronze synchro rings, bushes, and thrust washers. 1 quart.

Trans. Oil (non-OD trans.)	220-145	$24.95
Trans. Oil (OD trans.)	220-122	25.95

Lead Substitute with Octane Booster



Effective valve and valve seat protection plus a powerful octane booster that will raise octane rating by as much as five points depending on the type of gasoline.

Lead Substitute	220-365	$7.50



Grease Gun

For all those maintenance tasks.

Grease Gun	386-710	$39.95



Rear Axle Hub Nut Socket

Special 8-sided 1 61/64" 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	$46.95

Water & 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

MORE INFO ON WEB



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. The Indicator will turn red to show the exact level of water in your tank. Water collects at the very bottom of your tank.

Emulsify with E-Zorb Treatment



E-Zorb totally 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	$12.95
Water Probe Indicator	220-362	10.95
E-Zorb Fuel Treatment	220-355	27.95



Steering Wheel Nut Socket

An absolute necessity for removing steering wheel retaining nuts. A worthwhile investment - 2-sided, 15/16" and 1½".

Wheel Nut Socket	384-906	$29.95



Cooling System Air Purge Tool

Ensuring all the air is purged out of the later cooling systems can be tricky without this handy tool. Tool threads into the filler plug hole and allows easy topping off of the cooling system to ensure all air is evacuated.

Air Purge Tool	384-965	$44.95

Steering Column Alignment Tool



This tool duplicates the function of the factory tool referenced in the workshop manual that ensures correct shaft alignment with steering columns.

Alignment Tool - w/o shims	453-622	$27.95
Alignment Tool - w/shims	453-628	39.95



Tube Type Axle Puller

This tool substitutes for the factory tool 18G284D called for in the workshop manual to remove axle shafts from the housing. Must be used with a slide hammer fitted with a hook (your workshop manual charmingly refers to the slide hammer as an "impulse extractor").

Axle Puller	384-945	$27.95

Ball Joint Puller & 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	$29.95
Separator, Scissors Type	386-026	49.95



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 $23.95



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 $31.95



SU Carburetor Piloted Throttle Shaft Bush Reamer

This special reamer is designed to open up worn 5/16" throttle shaft bushings to accept .010" oversize throttle shafts. For SU carburetors only.

Reamer 386-385 $234.95



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 SK Model is ideal for all ram pipes and intake bores of 1¼" to 2¼" (40 to 55mm Diameter) and provides an easy-to-read indication from 1 to 30 kg/h.

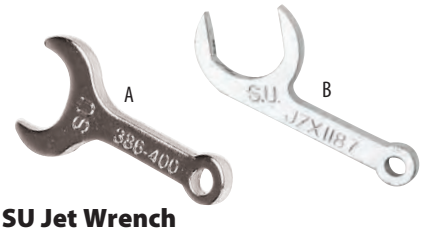
Carburetor Air Flow Meter 375-324 $66.95



Carburetor Synchronizer

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic.

Carb Synchronizer 386-200 $28.95



SU Jet Wrench

Mixture adjustments on SU H and HS carburetors are much easier with the proper tool. 5/16" W (.600" nut) fits original carbs. 17 mm (.669" nut) fits new upgraded carbs.

(A) 5/16" W Wrench 386-400 $2.40
(B) 17 mm Wrench 386-401 5.15



1977-80 Steering Wheel Puller

Removing the steering wheel from a 1977-80 MGB can be an almost impossible task as the hub often freezes to the shaft. The rubber wheel does not have any provision for a puller, so many times the wheel is destroyed during removal. This protective puller plate is secured to the wheel by a pair of C clamps (not included, available at a reasonable price from most hardware stores). The drive bolt then is tightened against the steering shaft applying a load which is usually enough to allow the splines to free with a hammer tap. This U.S. manufactured part is well made and suitable for professional or car club use.

Wheel Puller 384-930 $44.95



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 $31.95



Ignition Wrench Set

High quality ignition wrench set by King Dick. Sizes 0 to 10 BA will handle most fasteners less than ¼" on the car.

Wrench Set 385-000 $59.95



Clikadjust Valve Adjuster

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

Clikadjust 386-205 $99.95



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 $12.95



Zenith-Stromberg Mixture Tool

Essential for tuning adjustable needle Zenith-Strombergs.

Mixture Tool 386-310 $9.95



Clutch Alignment Tool

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

MGB 3-Main 387-210 $3.85
MGB 5-Main 387-235 3.85



Snap Installation Tool

Install button snaps without damage.

Snap Tool 386-980 $10.25

*See ordering page for details



Tube Bender

Bend fuel and brake lines exactly where you need them to go. We sell two versions of tube bending tools, both are heavy duty and high quality. This is the smaller and less "serious" of the two (the other is part #385-895), but works great for brass, copper, steel and aluminum tubes of the following diameter: 3/16, 1/4, 5/16 and 3/8-inch.

Tube Bender	385-905	$19.95



Mityvac

This popular vacuum/pressure pump is perfect for bleeding hydraulic systems. Includes: vacuum/pressure pump, vacuum gauge, 1/4" tubing, automotive and brake bleeding adapter packages, reservoir jar and manual. Detailed instructions and ideas for additional uses.

Mityvac	386-215	$73.95



Eezibleed Kit

Kit includes a pressure vessel to hold new fluid, a pipe with interchangeable caps to fit 1962-67 and 1975-80 master cylinders and an air hose to connect to a tire. Instructions included.

Eezibleed Kit	386-860	$57.95



Drum Brake Adjusting Wrench

Get a better grip on brake adjusters with our specially designed wrench. It has 1/4" and 5/16" square boxed ends, and a long handle for improved leverage.

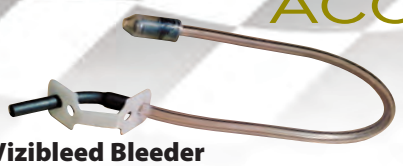
Brake Wrench	386-160	$9.95



Lift-the-Dot Hand Punch

Aimed at professional installers, 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	$67.95



Vizibleed Bleeder

Place the hose over a bleeder screw, put the check valve in an empty container, open the bleed screw and pump the pedal until clean, air bubble free fluid flows through the hose.

Vizibleed	386-885	$12.95



Professional Air Powered Bleeder

Air powered hydraulic bleeder uses siphon to bleed hydraulic systems. Hook the unit to air source, set air pressure to desired power, open the bleed screw and squeeze the handle.

Air Power Bleeder	386-225	$199.95



No-Mar Tool Set

Using the right tool for the job is a must if you don't want broken parts or scratched paint. This set of 5 pieces is perfect when you're removing fasteners, trim or molding and don't want to damage your paint or those expensive fasteners. No-Mar means the tools themselves won't hurt your car or the parts you're removing. The small price is great insurance, and every tool box is incomplete without this set.

No-Mar Tool Set	231-830	$25.95



Advance Timing Light

Advance Timing Light allows accurate adjustment of base and advance timing reading.

- Adjustable knob measures centrifugal, and vacuum advance
- All metal inductive pickup
- Super bright Xenon flash
- One touch control durable, plated ABS housing
- Heat resistant over molding on battery clips

Timing Light	056-668	$69.95



Vacuum Pump and Bleed Kit

A combination of Hand Vacuum Pump and Brake Bleed Kit.

- Test vacuum systems and bleed brakes with one handy tool. Includes adapters to fit many brake fittings
- Rugged steel handle with cushioned handle grips
- Solid brass cylinder, cylinder head and piston, includes 24" hose with tapered hose adapter
- Use to siphon fluids

Vacuum Pump and Bleed Kit	056-671	$63.95



MGB GT Door Seal Clip Installation Tool

The clips used to hold the door window seal on a GT are very tricky to install without this tool. The magnetic strip holds the clip in place while maneuvering between the glass and the door.

Door Seal Clip Tool	384-950	$27.95



King Pin Reamer

To install new king pin bushings, they must be carefully reamed in perfect alignment after installation. Moss has the special factory king pin reamer.

King Pin Reamer	386-370	$249.95



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 tuning procedure complete with troubleshooting guide.

Gunson's Colortune	386-210	$74.95



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 and 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 $209.95







X-Treme Quick Fix Tape

X-Treme tape was developed for the military and has some very unusual properties. The silicone-based tape will stick only to itself, and only when placed under tension. Once wrapped around an object, it forms a non-conductive, air- and water-tight, insulating seal that remains flexible within a temperature 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 $7.95



Circlip Installation Tool

The wheel cylinder circlip absolutely requires this seemingly simple tool for installation. If you managed to do the job without it—and without damaging parts or yourself—you may want to go buy a lotto ticket. Luck is on your side. The odds are, unless you are a mechanic by trade, the need for this tool will be limited. Car clubs ought to have one to share among their members. Or, if you have one, you may find yourself making a lot of new friends with British cars.

Circlip Installation Tool 386-185 $39.95



Mini Jumper Cables

Just like our cars our jumper cables are small but surprisingly practical—they're 8-feet long. You may want to order a few of these. When you pull the pint-sized cables from their sturdy plastic case, the new road-side friends you're helping will want one of their own.

Mini Jumper Cables 900-061 $19.95



Brake Caliper Piston & 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 $38.95



Light Mine Professional

The Light Mine Pro is about the size of a baseball, has 8 bright white LEDs on one side and 4 red LEDs on the reverse, and has 11 magnets. The "mine" design is engineered to be used in professional, demanding environments. The 4 light functions are low power spot, high output flood, red night vision, and red signal beacon. Keep it in your glove box for roadside repairs. 3 AAA batteries included.

Light Mine Pro 386-455 $22.95



Moss Gripper Fender Cover

Protective fender cover grips the paintwork and will not slip.

Moss Fender Cover 990-991 $35.95



FLEXiT Light

The FLEXiT Light is a hands free, flexible LED task light. The base holds two large magnets for attaching the light to metal surfaces. Or hang it or wrap FLEXiT to an object. Its ultra-thin, flexible silicone body and inner bendable frame allow an unlimited array of light projections. FLEXiT uses 16 LEDs and can operate in low, medium and high settings. Includes 3 AAA batteries.

Size: 0.85" x 7" x 13".

FLEXiT Light 386-460 $32.95



Fender Covers

Our top-quality fender covers are imprinted with the logo of your favorite British marque. Foam rubber backing.

MG Fender Cover 241-725 $19.95



Oil Spill Mat

Don't let oil stain your garage or driveway, roll out an absorbent Oil Spill Mat to catch the daily dribbles and engine maintenance spills.

Oil Spill Mat 221-605 $23.95

*See ordering page for details



VIDEO

Wire Harness Repair Kit

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. 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.

161-751 Repair Kit with Tools Includes:

- Bullet Crimping Tool
- Closing Tool
- 30 each 18GA, 16GA, 14GA Crimp Bullets
- 10 Single-sleeve Connectors
- 6 Double-sleeve Connectors
- 161-752 Repair Kit without Tools Includes:
- 30 each 18GA, 16GA, 14GA Crimp Bullets
- 10 Single-sleeve Connectors
- 6 Double-sleeve Connectors

Repair Kit with Tools	161-751	$164.95
Repair Kit No Tools	161-752	32.95
Crimp Bullets - 18GA Wire (10 Pack)	161-771	5.10
Crimp Bullets - 18GA Wire (50 Pack)	161-764	22.50
Crimp Bullets - 16GA Wire (10 Pack)	161-772	5.10
Crimp Bullets - 16GA Wire (50 Pack)	161-766	22.50
Crimp Bullets - 14GA Wire (10 Pack)	161-773	5.10
Crimp Bullets - 14GA Wire (50 Pack)	161-767	22.50
Bullet Crimp Tool	161-759	92.95
Closing Tool	161-761	39.95



Auto Dolly

Wide heavy duty rollers and 6000 lb. capacity makes maneuvering your car easy.

Set of 4 Dollies 900-163 $179.95 OS



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 $19.95



Piston Ring Installation Tool

Hastings, a leader in piston ring manufacturing, has developed an inexpensive and easy-to-use tool for installing rings—a difficult task to do by hand. Simply insert the ring ends in the wedge jaws, expand the ring gently, and slip it over the cylinder and into the groove.

Piston Ring Installation Tool 386-335 $10.65

On-Board Battery Charger



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

- Attaches permanently to battery tray or fender well, mounting hardware included
- Molded plastic sealed case 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, when fully charged it switches itself off
- Operates from any regular 110 volt outlet
- Dimensions: 5½" x 3½" x 1½"

Battery Charger 386-245 $62.95



Compression Tester Kit

This professional compression tester kit detects worn rings, burnt valves and blown head gaskets. Push-button side release valve is included which allows repeated testing without disconnecting.

- Quick release hose disconnects from gauge for faster, easier use
- Full 2½" easy-to-read face
- Standard and metric scales: 0-300 lbs. psi 0-2100 KPa
- 17" high pressure flexible oil - and grease - resistant hose
- 14 mm and 18 mm ends fit most spark plug openings
- 14 mm long reach adapter included, required for many late model vehicles

Compression Tester Kit 056-670 $29.95

Roll Around Engine Stand



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

1962-74 Stand 384-915 $128.95

Oberg Tilt Lift



Allows easy adjustment of an engine's lift angle through a full 90° of movement. Adjust with ½" ratchet; 2,000 pound 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 $84.95

Castrol Oil Collectables



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

2 Pint	216-565	$28.95
1 Pint	216-555	22.95
½ Pint	216-545	19.95



Exhaust Gas Analyzer

Tune your car for best performance and low emissions. Measures carbon monoxide in your exhaust to help tune for best performance and economy. New digital version.

Exhaust Analyzer 386-220 $329.95

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 .75" diameter and 1" diameter bezel nuts.

1962-67 Toggle & Ignition Switches 384-960 $32.95

NEW


229-896


229-886


229-897


229-887


229-898


229-888

Engraved Metal Key Fobs

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

Leather & Bar

MG Logo	229-896	$11.95
Union Jack	229-886	11.95

Leather & Teardrop

MG Logo	229-897	$11.95
Union Jack	229-887	11.95

Solid Metal

MG Logo	229-898	$11.95
Union Jack	229-888	11.95



Key Fobs

Union Jack Black Leather	229-885	$6.95
MG Brown	229-802	8.95
MG Black	229-801	8.95
MG Black and White	229-804	8.95
Lucas Black Leather	229-955	10.95

FREE* SHIPPING on orders over $700

NEW


230-856


230-946


230-857


230-947

Thermal Mugs

Hot or cold drinks maintain their temperature in our new, British themed, brushed metal mugs. Spill and slip resistant, and available in travel and desktop styles.

Travel Mug

MG Logo	230-856	$21.95
Union Jack	230-946	21.95

Desk Mug

MG Logo	230-857	$21.95
Union Jack	230-947	21.95


storage bag

MG Travel Bag

Just as you have to be a bit bendable to slide into your MG, your luggage, too, should be flexible to fit into a tight space. Our premium soft leather travel bags are the perfect companion for short trips. The soft, durable hide—beautifully tanned and embossed with the MG logo. Dimensions: 19" x 11" x 11".

Travel bag features:

- Embossed MG logo on bag & zip tags
- Leather handles
- Removable shoulder strap with MG logo
- Sturdy construction
- Corner reinforcement
- Wear studs on base
- Soft cloth storage bag

Travel Bag, MG	222-739	$339.95



Premium Leather Vintage Travel Case

You could pack your gym bag, but some events and drives call for something special. For these occasions, carry the ultimate Travel Case. Our premium leather cases are built tough to withstand abuse, though odds are you'll baby it just like you do your British pride and joy. Who could blame you? It looks amazing strapped to your boot rack. Details such as leather closing straps, a combination lock and a fitted nylon rain cover will completely win you over. Don't feel bad for your gym bag. Give it one ride inside your new case. All will be forgiven. Dimensions (approx): 30"W x 18"H x 7"D

Tan

Leather Suitcase with MG Logo	222-731	$499.95

*See ordering page for details



Shoulder Strap Adjuster

Sliding clip adjusts a seat belt shoulder strap off of the neck and provides travel comfort for both drivers and passengers.

- Installs with a snap!
- Helps maintain upright position upon impact (U of Mich. Impact Tests)

Shoulder Strap Adjuster	231-860	$6.95



Logo Wine Glass Sets

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

MG Logo	230-968	$29.95



Logo Beer Glasses

Colorful logo glasses to toast your favorite marque. Set of four.

MG Logo	230-931	$28.95

Classic Driving Gloves



These leather gloves are perfect for top-down motoring, they offer both protection and performance.

Black Leather

Small	228-700	$76.95
Medium	228-710	76.95
Large	228-720	76.95
X-Large	228-750	76.95



Safety Faster T-Shirt

The not-so-subtle illustrated blower on your shirt says to the world, "You don't have to run a supercharger on your MG to get the full experience, but I would."

Medium	013-700	$18.95
Large	013-701	18.95
XLarge	013-702	18.95
XXLarge	013-703	18.95



Logo Shop Apron

Logo shop apron with adjustable straps and three deep pockets.

MG Logo	217-200	$23.95



Roll Around Pneumatic Shop Stool

Don't succumb to the detrimental effects of straining or over-exertion while working on your vehicle. This new Roll Around Pneumatic Stool will increase your productivity in the garage. With pneumatic action, the seat quickly adjusts up to 20" tall. This stool also features a convenient 15" diameter tool tray and casters to make moving around the garage a breeze. A big, fully padded 12" diameter seat provides comfort for those long projects.

Shop Stool	336-735	$59.95



Classic Flying Helmet & Goggles

Reproduction of the helmets and flying goggles worn by WWII pilots of the Royal Air Force.

RAF Goggles	219-945	$169.95
RAF Helmet, Medium	219-980	199.95
RAF Helmet, Large	219-990	199.95
RAF Helmet, X-Large	219-995	199.95



Embroidered Hats

These high-quality beige and navy hats are embroidered with either the MG logo or a car and a "half-Jacked" British flag. The back features the Union Jack and the Moss logo. Adjustable backstrap, one size fits all.

MG Logo	219-822	$29.95
MGB Embroidered	219-928	29.95



MGB T-Shirt

Let them know your car preference whether you are coming or going.

Large	217-045	$29.95
X-Large	217-046	29.95
XX-Large	217-047	29.95



Logo Earrings

Brightly enameled miniature marque logos.

MG Logo	219-730	$12.95

Logo Watch

A sleek watch with a gold tone case and embossed leather band - it's the perfect way to show off your favorite British marque.

MG Logo	013-209	$53.95





Embroidered Patches

Add a splash of British pride to jackets, sweaters, caps, and anything else you can think of.

Large MG - 5"	229-505	$8.75
Small MG - 2¾"	229-500	5.75
Brown MG - 3"	229-495	6.25
British Leyland - 2½" x 3"	229-560	7.45
Union Jack - 3⅜" x 2⅜"	229-510	6.95
BMC Rondell - 2¾"	229-570	7.95



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	$124.95



Heated Blanket

Keep your passenger toasty with this 12V heated blanket. 42" x 58". Requires negative ground lighter socket.

Electrically Heated Blanket	002-842	$41.95



Cloisonné Pins

Colorful cloisonné pin of your favorite marque or other cool logos, perfect for your hat or jacket.

MG Octagon Pin - Red	229-250	$8.50
MG Octagon Pin - Black	229-245	8.50
Union Jack Pin	229-325	8.50
Lucas Prince of Darkness Pin	229-255	6.95





Logo Bar Stool

30" high, with padded 14" diameter seat covered with easy to clean vinyl. Chrome plated legs.

MG Logo	231-800	$109.95



Beverage Insulators

The quarter-inch neoprene on these insulators not only keeps your beverages cold, they keep condensation off your hands! Adorned with all of your favorite British marque logos, and available in 3 colors.

Green	230-942	$7.95
Blue	230-943	7.95
Red	230-941	7.95



Union Jack Flag

Made of lightweight polyester with metal grommets on the hoist.

Union Jack Flag - 5' x 3'	217-070	$21.95



Parking Only Sign

9" x 12" silk-screened aluminum.

MG Parking	215-760	$24.95



Plaque

Plaque measures 10" x 14" and has brilliant graphics that will brighten up any den or garage or make a statement at the office.

MGB Metal Plaque	214-510	$23.95



Metal Wall Plaque

Reproduced color, embossed advertisement. Metal with rolled edges.

MGB Wall Plaque	214-215	$25.95



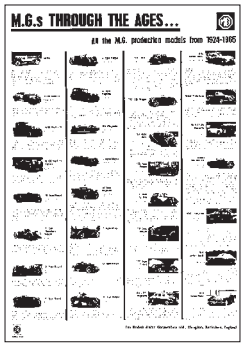


Factory Dealer Signs

Multicolored and superbly screen printed, these signs look exactly like the rare originals!

MG Service (12" x 16")	214-320	$28.95
BMC Dealer (18" x 27")	214-240	84.95

MG Through The Ages

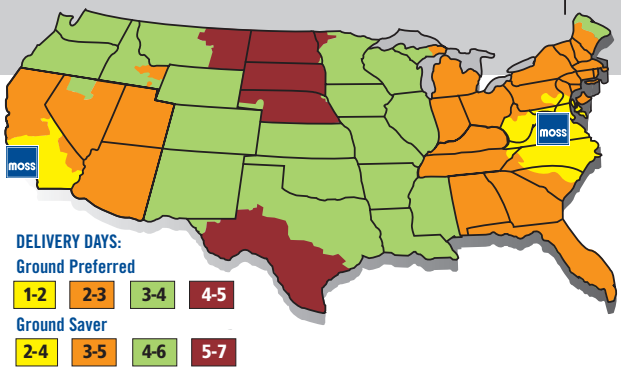


Over 25 years ago, British Leyland issued this collector's poster from Abingdon announcing the 1981 auction of the MG factory. Depicts over 30 models from 1924-65.

MG Through The Ages	214-200	$6.25

*See ordering page for details

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 OS

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 under $1,300 will be charged a flat $145 shipping fee.
- **ORDER OVER $1,300 AND MOSS PICKS UP THE SHIPPING!**

GUARANTEED UPS AIR DELIVERY SERVICE (48 STATES)

- Moss guarantees that orders received before 3 p.m. your local time will arrive on time or shipping and handling charges will be refunded (barring weather problems, or "Acts of God").
- **UPS 2nd Day Air** - Guaranteed to be delivered by end of day the second business day.
- **UPS Next Day Air Saver** - Guaranteed to be delivered by end of day the next business day.
- **UPS Next Day Air** - Guaranteed to be delivered by 10:30 a.m., noon or end of day the next business day, depending on destination.
- **Saturday Delivery** - Available on UPS Next Day Air and UPS 2nd Day Air orders for an additional $15.00 (Saturday delivery does not apply to UPS Next Day Air Saver 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.

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.

FOREIGN ORDERS (Includes Canada)

Foreign orders are charged actual shipping charges. Shipping quotes provided on request on orders over $100. Duties and taxes are your responsibility. First time foreign orders may need to be paid by wire transfer. There is a $10 charge to cover shipping and handling costs for catalogs shipped outside of the U.S. and Canada. One catalog per request.

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 Saver	Next Business Day Air
$10.00 to 20.00	$6.35	$10.35	$22.45	$41.95	$48.95
20.01 to 50.00	9.65	13.65	28.95	51.95	59.95
50.01 to 75.00	12.65	15.65	33.95	61.95	70.95
75.01 to 100.00	14.65	17.65	39.95	71.95	82.95
100.01 to 150.00	16.95	19.95	49.95	82.95	95.95
150.01 to 200.00	19.95	21.95	57.95	92.95	107.95
200.01 to 300.00	24.95	26.95	69.95	104.95	119.95
300.01 to 500.00	27.95	29.95	79.95	116.95	134.95
500.01 to 700.00	31.95	33.95	89.95	126.95	149.95
700.01 to 1,300.00	Free UPS (1)	Free UPS (1)	69.95	109.95	127.95
1,300.01 and Up	Free Truck (2)	Free Truck (2)	79.95	119.95	137.95

† Ground Saver (default shipping method) - Ships by most economical method. May add 1-3 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 $7 to the 2nd Business Day Air Rates.
AK/HI/PR Saver - Subtract $10 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 under $1,300 will be charged a flat $145 shipping fee.
2 Free Ground UPS/Truck Shipping in the contiguous 48 states only.

PAYMENT

- We have a $10 minimum parts order, excluding tax and shipping.
- We accept VISA, MasterCard, Discover, American Express, certified check and money order.
- CA and VA residents add sales tax.
- 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 $1.89 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.

PRICES

We do everything possible to hold prices. Prices occasionally change without prior notice.

RETURNS

- You may return new and uninstalled products in resalable condition for a full refund excluding shipping and handling charges for up to 6 months from date of invoice.
- Returns over 6 months, but less than 12 months will be charged a 10% restocking fee to cover our processing costs, in–house credit will be given on account usable on future orders. We reserve the right to charge up to 20% when no invoice is supplied and/or there is substantial work involved to process your return back to stock.
- Items over 12 months old are not returnable.
- To return a part, follow the instructions printed on the back of the invoice.
- Make sure to package the products carefully to avoid damage during return and include all original packaging and a copy of the invoice and ship to our California address.
- Refunds will not be issued for installed, damaged, incomplete, "Custom", or "Special Order" or "Direct Ship" items.
- If a return is due to our error, we will reimburse reasonable freight charges. We will not reimburse additional charges for shipping/packaging services. Electrical items that have been installed are not returnable.

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.

Free Shipping = Free Ground shipping in the contiguous 48 states. Oversize Parts Fee still applies. Truck shipments will be assessed a one time fee of $145. Truck shipments over $1,300 ship free.

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.

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.

123-456

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A72 | ORDER WORKSHEET

Please Print

Customer No. _____

Name _____

Street _____

City/State _____ Zip _____

Daytime Phone _____ Fax _____

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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: ☐Discover ☐Mastercard ☐Visa ☐Amex

Card Number _____

Date Card Expires _____

Enclosed Is $ _____

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 (CA & VA Only)	
Shipping	
Oversize Fee	
Total	

FREE CATALOGS

Current Catalog Editions

- Austin-Healey 100, 100-6 & 3000
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- Triumph TR2-TR3-TR4-TR4A
- Triumph TR250-TR6
- MG TC-TD-TF
- MGA
- MGB
- MG Midget
- Classic Mini
- Jaguar XK120-140-150, XJ6-12, XJS, E-Type (Online)
- Mazda Miata/MX-5

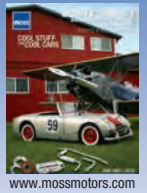
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MGB/MGC Restoration Parts Catalog

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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 MGB & MGC 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 superceded 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.



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This truck symbol indicates that the item(s) will be shipped by truck, freight collect, payable on delivery.

123-456 Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

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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.

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MGB/MGC Parts Catalog

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Robert Bentley Shop Manuals

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212-320 MGB, 1962-'74 $64.95
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Improve your car's performance with the benefit of knowledge gained through years of testing and competition. These reprints of the original factory competition manuals provide a wealth of knowledge which is applicable to both street and all out racing applications.

211-005 MGB 1963-'67 NA
211-010 MGB 1968-'80 $16.95



Glovebox Size Workshop Manuals

The perfect companion for your car. Though not as complete as the full factory manuals, these clever new manuals are 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 these compact 51/2" x 81/2" books.

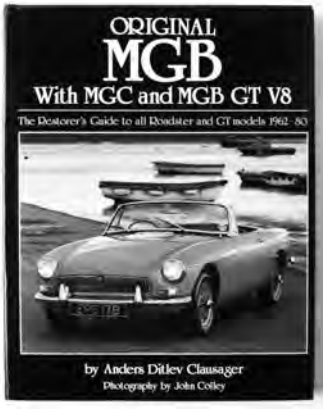
212-460 MGA & MGB 1955-'68 $31.50
212-470 MGB 1968-'80 $24.95



Owner's Manual Reprints

We have a variety of exact reprints of the manuals originally supplied with your car. These handy volumes contain information on a variety of subjects, from basic tuning and maintenance, to putting up the top. Throw one in the glove box, it'll come in handy some day.

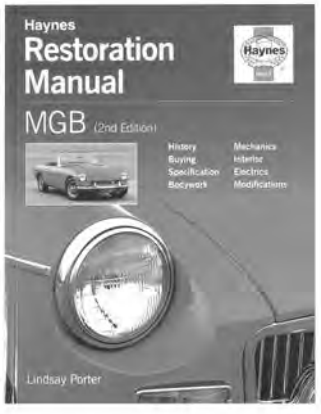
210-840	**MGB '63-'67**	**$16.95**
210-910	**MGB '68-'69**	**$16.95**
210-920	**MGB '70-'72**	**$16.95**
210-930	**MGB '73-'74**	**$16.95**
210-940	**MGB '75-'76**	**$16.95**
210-960	**MGB '77 (use '78-'80)**	**NA**
210-965	**MGB '78-'80**	**$16.95**
210-970	**MGB 1970-'74, UK spec.**	**$12.50**



Original MGB/MGB-GT/MGC

The Restorer's Guide series has the information needed to determine how a restored car should look and what parts it should contain. Trying to find out what the color of an engine block, interior piping, or carpet was originally might have been a problem in the past. Drawing from factory records, parts lists and catalogs, as well as the knowldge of a panel of experts, these books provide what constitutes an "original" car. Hardbound, 8" x 12", 112 pages, over 200 color photos.

211-355 $49.95



Haynes MGB Restoration Manual

by Lindsay Porter

Simply stated, Lindsay Porter's do-it-yourself guides are the best, most complete self-help books available for aspiring mechanics. All aspects of repair and restoration are clearly explained and amply detailed with hundreds of informative photos. This book contains complete coverage of, mechanical repair, body work, electrical, upholstery, even tyres (that's tires to you and me). What tools do you need? This book tells you, and shows how to ensure that problems like rust-out don't return. Add a factory workshop manual, and you'll have more knowledge available than most professional foreign car mechanics. Hardbound, 81/4 x 10 3/4", 352 pages, 1,530 illustrations.

211-365 $39.95

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Vehicle Identification	MGB Roadster '62-'70, GT '67-'70	MGB Roadster & GT '71-'74	MGB Roadster '75-'80
Vehicle Number Location	Top left-hand side of the front bulkhead		
Engine Number Location	Metal plate right-hand side of cylinder block		
Gearbox Number Location	Top of gearbox, left of dipstick and filler plug		
Rear Axle Number Location	Front of left-hand axle tube by spring seat		
Tune Up			
Engine Firing Order	1,3,4,2	1,3,4,2	1,3,4,2
Valve Rocker Clearance	.015 in (.38 mm) cold	.015 in (.38 mm) cold	.013 in (.33 mm) warm
Idle Speed	500 rpm	900 rpm 18GF, GH, GJ, 18, 850 rpm 18V	850 rpm
Static Ignition Timing	10° BTDC (HC), 8° BTDC (LC)		
Dynamic Ignition Timing	14° BTDC @ 600 rpm	1971-1972 - 16° BTDC @ 1500 rpm	13° BTDC @ 1500 rpm w/o cat;
		1973-1974 - 11° BTDC @ 1500 rpm	10° BTDC @ 1500 rpm w/ cat
Timing Mark Location	crankshaft pulley / timing chain cover	crankshaft pulley / timing chain cover	crankshaft pulley / timing chain cover
Contact Breaker (points) Gap	.014 to .016 in (.36 to .41 mm)	.014 to .016 in (.36 to .41 mm)	.014 to .016 in (.36 to .41 mm) (75-76 Fed)
Rotation of Rotor	anti-clockwise	anti-clockwise	anti-clockwise
Dwell Angle	60 +/-3 degrees	60 +/-3 degrees	
Ground Polarity	Positive (1962-'67), Negative (from 1968-on)	Negative	Negative
Ignition System	Lucas 12 volt	Lucas 12 volt	Lucas 12 volt for ballasted system
Spark Plug Make/Type	Champion N-9Y	Champion N-9Y	Champion N-9Y
Spark Plug Gap	.025 in (.64 mm)	.025 in (.64 mm)	.035 in (.90 mm)
Carburetor Make/Type	Twin SU HS4	Twin SU HIF4	Single Zenith Stromberg type 175 CD5T
Carburetor Main Jet	.090"	.090"	
Carburetor Main Jet Needle	MB, 5, FX, AAE, AAL	AAU, ABD	
Vehicle & Engine			
Length (with overriders)	12 ft 9 7/16 in (3.9 m)	12 ft 9 3/16 in (3.89 m)	13 ft 2 1/4 in (4 m)
Width	4 ft 11 15/16 in (152.3 cm)	4 ft 11 15/16 in (152.3 cm)	4 ft 11 15/16 in (152.3 cm)
Height	4 ft 1 3/8 in (125.4 cm)	4 ft 1 3/8 in (125.4 cm)	4 ft 1 3/8 in (125.4 cm)
Ground Clearance	5 in (12.7 cm) min.	5 in (12.7 cm) min.	5 in (12.7 cm) min.
Track Front, steel wheels	4 ft 1 in (124.4 cm)	4 ft 1 in (124.4 cm)	4 ft 1 1/2 in (124.7 cm)
wire wheels	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)	4 ft 1 in (124.4 cm)
Track Rear, steel wheels	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)	4 ft 1 3/4 in (126.4 cm)
wire wheels	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)
Wheelbase	7 ft 7 in (231.1 cm)	7 ft 7 in (231.1 cm)	7 ft 7 1/8 in (231.5 cm)
Turning Circle	32 ft (9.75 m)	32 ft (9.75 m)	32 ft (9.75 m)
Toe-In	1/16 to 3/32 in (1.5 to 2.3 mm)	1/16 to 3/32 in (1.5 to 2.3 mm)	1/16 to 3/32 in (1.5 to 2.3 mm
Unladen Weight	RD 1920 lb (871 kg), GT 2190 lb (993 kg)	RD 2303 lb (1044 kg), GT 2401 lb (1088 kg)	2290 lb (1039 kg) 1975-1976; 2416 lb (1097 kg)
Curb Weight	RD 2030 lb (920 kg), GT 2310 lb (1048 kg)	RD 2653 lb (1203 kg), GT 2751 lb (1248 kg)	2590 lb (1174 kg) 1975-1976; 2716 lb (1234 kg)
Gross Weight (max.)	RD 2430 lb (1102 kg) , GT 2660 lb (1206 kg)	RD 2753 lb (1249 kg) , GT 2851 lb (1293 kg)	2710 lb (1229 kg) 1975-1976; 2836 lb (1287 kg)
Original Tire Size	5.60-14 or 155-14 (162-'64); 165-14 (65-on)	165-14	165-14
Replacement Tire Size	165SR-14	165SR-14	165SR-14
Orig. Tire Pressure Front (Cold)	18 or 21 ('62-'64); 20 ('65-on)	20	21
Orig. Tire Pressure Rear (Cold)	18 or 24 ('62-'64); 24 ('65-on)	24	24
Engine Type	4 cyl. inline OHV	4 cyl. inline OHV	4 cyl. inline OHV
Engine Displacement	1798 cc (109.8 ci)	1798 cc (109.8 ci)	1798 cc (110 ci)
Firing Order	1, 3, 4, 2	1, 3, 4, 2	1, 3, 4, 2
Compresssion Ratio	8.8:1 (HC), 8.0:1(LC)	8.0:1	8.0:1
Engine Bore	3.16 in (80.26 mm)	3.16 in (80.26 mm)	3.16 in (80.3 mm)
Engine Stroke	3.5 in (89 mm)	3.5 in (89 mm)	3.5 in (88.9 mm)
Number of Cylinders	4	4	4
Oil Pressure Idle	10 to 25 lb/in^2 (.7 to 1.7 kg/cm2)	10 to 25 lb/in^2 (.7 to 1.7 kg/cm2)	10 to 25 lb/in^2 (.17 to 1.7 kgf/cm2)
Oil Pressure Normal	50 to 80 lb/in^2 (3.5 to 5.6 kg/cm2)	50 to 80 lb/in^2 (3.5 to 5.6 kg/cm2)	50 to 80 lb/in^2 (3.5 to 5.6 kgf/cm2)
Ignition Type	points	points	Lucas electronic
Fuel Pump Make/Type	SU type HP or AUF 300 electric	SU type AUF 300 electric	SU type AUF 300 electric
Fuel Tank Capacity	Early 12 gal, late 14 gal	12 gal, 14 gal w/evaporative loss system	12 gal (1975-1976); 13 gal (1977-on)
Cooling System Capacity	11.4 pints w/o heater, 12 pints w/ heater	11.4 pints w/o heater, 12 pints w/ heater	12 pints (1975-1976); 14.4 pints (1977-on)
Sump Capacity	9 pints	Early cars-9 pints, 9.6 pints w/ oil cooler	6 pints, 7.25 pints w/ filter change
		Late cars-6 pints, 7 1/4 pints w/ oil cooler	
Gearbox Capacity, non-OD	5.6 pints	6 pints	6 pints
Gearbox Capacity, overdrive	6 pints	7 pints	7.25 pints
Rear Axle Capacity	2.7 pints	2 pints	2 pints

Information

About This Catalog

In producing this MGB catalog, our research staff's primary goal was to publish a listing of MGB parts which was as comprehensive, accurate and informative as possible. 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 MGB, with the exception of the more common nuts, bolts and washers which can usually be found locally. Although some of the parts listed are not currently available, our Product Development Department is constantly seeking new suppliers and manufacturers of quality reproductions of otherwise obsolete items. The Moss Motors website (www.mossmotors.com) is the best indication of availability.

Special Features

In addition to the comprehensive parts listings, our catalog offers many special features. The illustrations and text are designed to be sufficiently comprehensive for the catalog to serve as a parts manual for your car. We have included much useful data concerning chassis numbers, production changes, etc. Throughout the catalog you will find technical tips and articles, designed to help you maintain and service your car efficiently and correctly. (We welcome contributions for possible inclusion in future catalogs; send your tip or article to Moss Motors' Editorial Dept.) Our Accessory Catalog, with hundreds of items that make British sports car driving more fun, is now bound into the front of this catalog.

MGB Modifications

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.

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Record Your Identification Numbers Here:

Customer Number_____

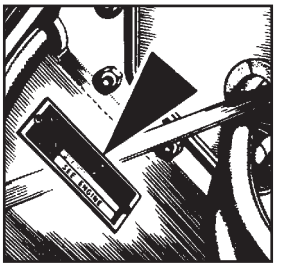
Model Year_____

Car Number_____

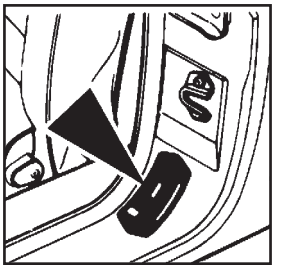
Engine Number_____

Identification Numbers

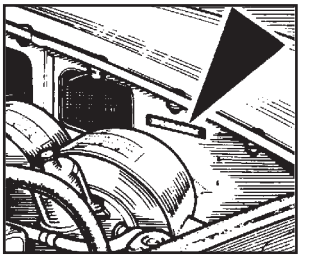
When ordering parts, it is essential that your car is identified exactly, by model year and serial number. Since many part changes were made during model years, the car number, engine number and body number provide the only positive identification. Quite often a car's title will not show the correct model year. Before ordering parts, please use the space provided below to copy the applicable numbers from your car. Use of these numbers is the best way to ensure that you order and receive the correct parts. Wherever possible, we have listed part applications by car number(c). In some cases, we had to use the engine numbers(e) or body numbers(b). Commission numbers, as used from I968, are of little significance and are not used for reference purposes in this catalog. Where we use years, they are model years, not build dates. For the sake of simplicity, we have deleted all alpha-numeric prefixes from change points found in our application columns. While these letters are helpful in pinpointing certain production features, they do not affect the parts' applications as listed. Example: Car number GHN5/ UB/234567 is shown as (c) 234567. For more information on these numbers and years, see the production data on the facing page.



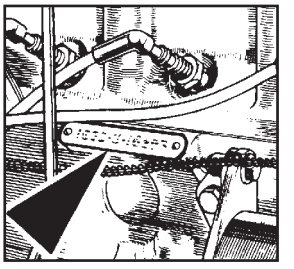
The **Car Number** for cars from 1963-'69 is stamped on a plate secured to the right hand wing valance forward of the radiator.



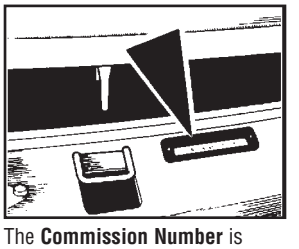
The **Car Number** for cars from 1970 on is stamped on a plate secured to the left hand door post, and to a plate on top of the fascia.



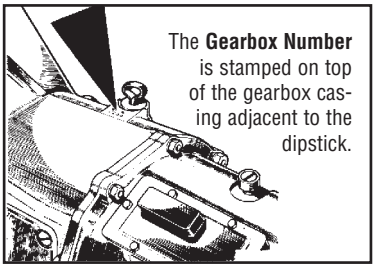
The **Body Number** for early chrome-bumpered cars is stampd on a plate on the left front valance behind the radiator diaphragm as illustrated, or in some cases, in front of the radiator diaphragm.



The **Engine Number** is stamped on a plate secured to the right hand side of the cylinder block.



The **Commission Number** is stamped on a plate secured to the bonnet lock platform.



The **Gearbox Number** is stamped on top of the gearbox casing adjacent to the dipstick.

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Note: Where year applications are given in the body of this catalog, they are approximate model year dates, not production dates. For accurate applications, use car numbers.

Production Data

Model Year	1st Month of Production ea.Model Year		Car # First RD/GT Built ea. Model Year	Car # * First RD/GT Built ea. Calendar Year*	Engine # First RD/GT Built ea. Model Year	Commission # First RD/GT Built ea. Model Year	Body # First RD/GT
1962	5/62	RD	-	GHN3/L/101	(3-main engine)	-	-
1963	1/63	RD	-	GHN3/L/4619	18G/UH/101 (3-main engine)	†	MGB/101
1964	8/63	RD	GHN3/L/19586	GHN3/L/27278	N/A ★ (3-main engine)	†	MGB/26813
1965	10/64	RD	GHN3/L/48766	GHN3/L/53635	18GB/UH/101 (first 5-main engine)	†	N/A
		GT	-	GHD3/L/71933	-	-	-
1966	10/65	RD	N/A	GHN3/L/75243	18GB/UH (con't.)	†	N/A
		GT	GHD3/L/71933	N/A	18GB/UH/30038	†	GBD/101
1967	11/66	RD	GHN3/L/108039	-	18GB/UH (con't.)	†	N/A
		GT	N/A	GHD3/L/109804	18GB/UH (con't.)	†	N/A
1968	10/67	RD	GHN4/U/138401	N/A	18GF/WE/H101	GU23N/101F	MGBU/101
		GT	GHD4/U/139472	N/A	18GF/WE/H101	GU23D/101P	GBUD/500101
1969	10/68	RD	GHN4/U/158371	GHN4/L/159806	18GH/WE/H101	G23N/18164‡	MGB/14588‡
		GT	GUD4/U/158233	GHD4/L/162552	18GH/WE/H101	N/A	N/A
1970	10/69	RD	GHN5/UA/187211	GHN5/UA/196222	18GH/-/22209	G23N/31862‡	MGBU/27359
		GT	GHD5/UA/187841	GHD5/UA/194552	18GH/-/22209	G23D/18042	GBUD/510630
1971	9/70	RD	GHN5/UB/219021	GHN5/UB/232765	18GK/WE/H101	N/A	MGBU/300101
		GT	GHD5/UB/219355	GHD5/UB/233500	18GK/WE/H101	G23D/029048	GBUD/520235
1972	5/71	RD	GHN5/UC/258001	GHN5/UC/268635	18V/584Z/L101 (non O/D) 18V/585Z/L101 (O/D)	N/A	MGBU/400101
		GT	GHD5/UC/258004	GHD5/UC/269303	18V/584Z/L101 (non O/D) 18V/585Z/L101 (O/D)	G23D/047002	GBUD/620101
1973	8/72	RD	GHN5/UD/294251	GHN5/UD/307772	18V/672Z/L101 (non O/D) 18V/63Z/L101 (O/D)	G23N/62557‡	MGBU/500101
		GT	GHD5/UD/296001	GHD5/UD/31600	18V/672Z/L101 (non O/D) 18V/673/L101 (O/D)	N/A	GBUD/720101
1974*	8/73	RD	GHN5/UE/328101	GHN5/UE/338790	18V/672Z/L14891 (non O/D)‡ 18V/673Z/I14891 (O/D)‡	G23N/86226‡	MGBU/600101
		GT	GHD5/UE/328801	GHD5/UE/338560	18V/672Z/L13234 (non O/D)‡	G23D/70589	GBUD/820101
1975	12/74	RD	GHN5/UF/368082 (N.Amer.) GHN5/UF/367901 (non-N.A.)	GHN5/UF/368090	18V/797AE/L101 (non O/D) 18V/798AE/L101 (O/D)	G23N/115009‡	GU23T/7707
		GT	N/A	GHD5/UF/369101	N/A	N/A	N/A
1976	9/75	RD	GHN5/UG/386601	GHN5/UG/393763	18V/801AE/L101 (non O/D) 18V/802AE/L101 (O/D)	G23N/129440‡	GU23T/50101
		GT	N/A	GHD5/UG/394665	N/A	N/A	N/A
1977	6/76	RD	GHN5/UH/410001	GHN5//UH/424748	18V/883AE/L101 (non O/D) 18V/884AE/L101 (O/D)	N/A	GU23T/760000
		GT	GHD5/UH/410351	GHD5/UH/422730	N/A	N/A	N/A
1978	9/77	RD	GHN5/UJ/447001	GHN5/UJ/455743	N/A	N/A	GU23T/860000
		GT	N/A	GHD5/UJ/455283	N/A	N/A	N/A
1979	6/78	RD	GHN5/UL/471001	GHN5/UL/485179	18V/883AEL/29033 (non O/D) ‡	N/A	GU23T/960000
		GT	N/A	GHD5/UL/483812	N/A	N/A	N/A
1980	6/79	RD	GVVDJ2AG/501001	GVVDJ2AIG/507309	18V/883AEL/43540 (non O/D) ‡	N/A	GU23T/984080‡
		GT	N/A	GVGEJIAG/507309	N/A	N/A	N/A

*** "1974-1/2" -** The so-called "1974-1/2" model year began with roadster number 360301 and GT no. 361001 in September, 1974 and continued to the beginning of the 1975 model year.

* Calendar Year build dates are of historical significance only.
† Commission Numbers were not used prior to 1968 model year.
‡ These numbers are approximate.
★ 18GA engine used from car #31021 thru 48765.

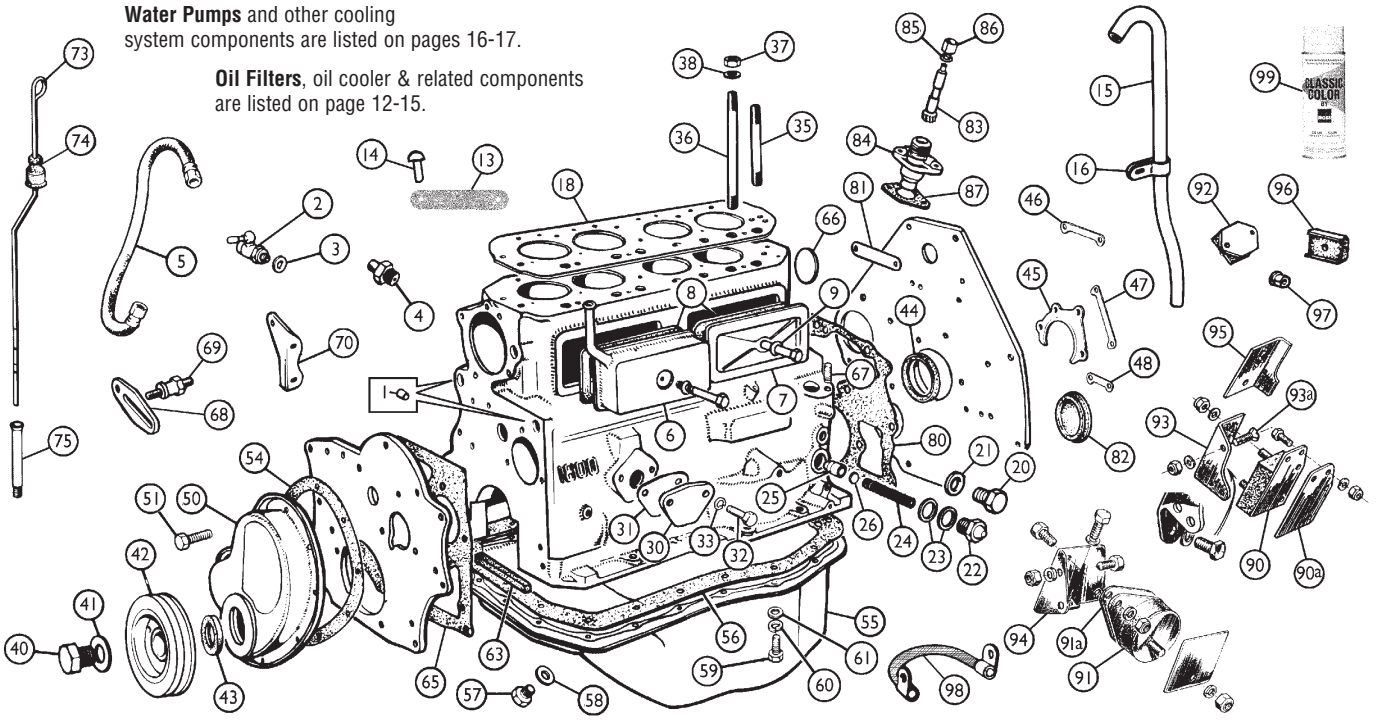
Note: Engines were painted red through 1971, after which they were black.

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External Engine

Water Pumps and other cooling system components are listed on pages 16-17.

Oil Filters, oil cooler & related components are listed on page 12-15.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	328-160	$5.90	OIL GALLERY PLUG		4
2	470-240	$21.95	TAP, water drain, in block	} alternatives	1
	328-180	$13.95	DRAIN PLUG		1
3	324-671‡	$0.85	WASHER, drain tap		1
4	460-015	$5.95	UNION, oil gauge pipe		1
	324-626	$0.85	WASHER, oil pipe union		1
5	376-180	$14.95	OIL FLEX LINE, block to oil gauge pipe		1
6	460-060	NA	COVER, front, w/breather pipe	18G engines	1
	460-065	NA	COVER, front	18GA thru GJ engines	1
	460-075	NA	COVER, front, w/oil separator	18GK/V engines to 1977	1
	460-085	NA	COVER, front, w/oil separator	{ from(e)18V/883/AEL/12545 1977 on	1
7	460-050	NA	COVER, rear	1962 - '77	1
	460-055	NA	COVER, rear, w/tab	1977 on	1
8	296-370	$0.75	GASKET, front & rear cover	18G thru GK engines, cork	2
	296-375	$2.95	GASKET, front & rear cover	18V engines, rubber	2
9	324-315	$0.50	WASHER, fiber	18G engines	2
	367-055	$0.95	WASHER, copper	} 18GA thru V engines	2
	365-720	$0.35	WASHER, plain		2
	324-335	$1.85	BUSHING, cover fixing		2
	324-345	$1.25	CUP, cover fixing		2
13	117-571	$2.95	ENGINE NUMBER PLATE (blank)	18G-GK engines	1
14	325-245	$0.85	RIVET, engine number plate		2
15	451-050	$36.95	BREATHER PIPE		1
16	460-070	NA	CLIP	18G engines	1
18	296-415	$18.95	HEAD GASKET, copper	1962 - '74, fits all years	1
	296-405	$25.95	HEAD GASKET, composition, Payen	1975 - '80, fits all years	1
20	328-180	$13.95	PLUG, oil hole	18G thru GB engines	1
	328-345	NA	PLUG, oil hole	18GD thru 18V engines	1
21	324-626	$0.85	WASHER, for plug	18G thru GB engines	1
	324-660	$0.95	WASHER, for plug	18GD thru 18V engines	1
22	460-870	$1.95	CAP NUT, oil release valve		1
23	324-650	$0.55	WASHER, cap nut	18G/GA engines use 2	2/1
24	329-210	$1.25	SPRING, oil release valve		1
25	460-155	$1.95	VALVE, oil release		1
26	460-165	$1.65	PACKING, oil release valve	18GB engines on	1
30	460-095	$6.95	FUEL PUMP BLANKING PLATE	} 18V engines	1
31	296-220‡	$0.75	GASKET, pump blanking plate		1
32	313-000	$0.45	BOLT, blanking plate		2
33	365-730	$0.25	LOCKWASHER		2
35	328-950	$3.95	STUD, cylinder head, 4 1/2"		7
36	328-940	$7.95	STUD, cylinder head, 6 1/4"		4
37	310-280	$0.65	NUT, cylinder head		11
38	324-725	$0.95	WASHER, cylinder head stud		11

No.	Part No.	Price (each)	Description	Application	Qty. Req.
40	322-120	$13.95	BOLT, crank pulley		1
41	460-470	$0.85	WASHER, pulley bolt (must pre-bend slightly to fit bolt head)		1
42	460-450	$106.95	PULLEY, crankshaft (no damper)	to (e)18G-UH/5571 ('62-'63)	1
	433-696	$179.95	PULLEY, crankshaft, with damper (2 sets of timing marks - fits all MGB engines thru 1974)	fits all thru 1974 (5-1/8" OD)	1
	433-705	NA	PULLEY, crankshaft (6" dia.)	18V engines from 1975	1
43	120-000	$2.30	OIL SEAL, crank, front		1
44	120-821	$21.95	OIL SEAL, crank, rear (upgraded)	} 5 main engines	1
	120-820	$6.75	OIL SEAL, crank, rear (stock type)		1
45	120-830	$4.95	RETAINER, rear oil seal	5 main engines '65-'76	1
	120-831	NA	RETAINER, rear oil seal (use 120-830)	5 main engines '77-'80	1
46	460-711	NA	LOCKTAB, upper	} 5 main engines '65-'76	1
47	460-712	$5.65	LOCKTAB, side		1
48	460-713	$1.95	LOCKTAB, lower		2
50	455-380	NA	TIMING COVER	18G - 18GF engines '62-'68	1
	455-390	NA	TIMING COVER	18GG - 18V thru 1974	1
	455-400	NA	TIMING COVER	18V engines from 1975	1
51	323-568	$11.75	BOLT & WASHER SET, timing cover	1962-'76	1
	323-558	$7.95	BOLT & WASHER SET, timing cover	1977-'80	1
	322-645	$0.55	BOLT, to front plate, 1/4", short		4
	322-230	$0.35	BOLT, to front bearing cap, 1/4", long		2
	322-040	$0.55	BOLT, to block, 5/16"		4
	324-855	$0.25	LOCK WASHER, 1/4"		6
	365-730	$0.25	LOCK WASHER, 5/16"		4
	324-765	$0.85	WASHER, oval, 1/4"		6
	460-360	$0.95	WASHER, oval, 5/16"		4
54	296-340‡	$2.75	GASKET, timing cover		1
55	460-370	NA	OIL PAN	18G - 18GA engines	1
	460-375	NA	OIL PAN	18GB thru V engines	1
56	296-330‡	$2.85	GASKET, oil pan	3 main engines	1
	291-010‡	$3.95	GASKET, oil pan	5 main engines	1
57	328-280	$3.95	PLUG, oil drain		1
	328-282	$14.95	PLUG, oil drain, magnetic		1
58	324-626	$0.85	WASHER, oil drain plug		1
	323-548	$9.95	BOLT & WASHER SET, oil pan		1
59	322-210	NA	BOLT, oil pan	18G & GA use 19	19/18
60	462-385	$0.30	LOCK WASHER		19/18
61	324-590	$0.25	PLAIN WASHER (orig. for 1975-'80, may use on all)		19/18
63	296-360‡	$0.75	SEAL, main bearing cap	{ 18G/GA, front & rear 18GB thru GK, front only	2 1
	296-365‡	$1.45	SEAL, main bearing cap	{ 18GB thru GK, rear only 18V, front & rear	1 2
65	296-000	$1.85	GASKET, front plate to block		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
66	328-230	$0.80	CORE PLUG, steel		4
	328-231	$2.65	CORE PLUG, brass		4
67	318-030	$0.75	STUD, tach. drive	18G/GA engines	2
	310-140	$0.40	NUT		2
	365-720	$0.35	WASHER		2
68	460-330	$9.40	LINK, generator adjusting	18G/GA/GB engines	1
	460-330	$9.40	LINK, alternator adjusting	18GF to V eng. to (c)410000	1
	460-325	$9.95	LINK, alternator adjusting	18V eng. from (c)410001 on	1
69	460-320	$7.95	PILLAR, adjusting link		1
70	460-310	$28.95	BRACKET, generator mount	18G/GA/GB engines	1
	460-315	$24.95	BRACKET, alternator mount	18GF engines on	1
73	451-350	$48.95	DIP STICK, engine oil	18G thru GF engines	1
	451-355	$49.95	DIP STICK, engine oil	18GH thru 1976	1
	451-345	NA	DIP STICK, engine oil	1977 on	1
74	460-040	$1.75	DUST CAP		1
75	460-030	$12.95	TUBE, dip stick, in block	18G thru GF engines	1
	460-035	$6.25	TUBE, dip stick, in block	18GG thru V engines	1
80	297-500‡	$1.95	GASKET, rear engine plate, main	Incl. in lower gasket sets	1
81	297-480‡	$0.90	GASKET, rear engine plate, top		1
82	297-495	$5.95	COVER, gearbox mount plate	18GD thru V engines	1
83	460-660	NA	PINION, tachometer drive	3 main engines	1
84	460-665	$117.95	HOUSING, tachometer pinion		1
85	460-670	$12.95	SEAL (replaces orig. "O"ring & clip)		1
86	460-680	NA	RING CLIP, O-ring retaining		1
87	460-690‡	$2.95	GASKET, pinion housing		1
90	413-020	$9.95	ENGINE MOUNT, L/H front	RD to (c)360300 GT to (c)361000	1
	413-021	$13.95	ENGINE MOUNT, L/H front, uprated		1
	413-010	$9.95	ENGINE MOUNT, R/H front		1
	413-011	$13.95	ENGINE MOUNT, R/H front, uprated		1
90a	413-022	$9.95	PLATE, packing (LH mount only)		1
91	413-060	$6.95	ENGINE MOUNT, front	RD from (c)360301 on GT from (c)361001 on	2
	413-065	$13.95	ENGINE MOUNT, front, heavy duty		2
91a	413-062	$1.95	SHIM, engine mount		A/R
92	413-050•	$4.50	ENGINE MOUNT, rear (gearbox)	RD	2
	413-070•	$6.95	ENGINE MOUNT, rear (gearbox)	GT to (c)139471, thru '67	2
	413-050•	$4.50	ENGINE MOUNT, rear (gearbox)	GT from (c)139472, '68 on	2
93	460-180	$22.75	BRACKET, L/H, engine mount	RD to (c)360300 GT to (c)361000	1
	460-170	$22.75	BRACKET, R/H, engine mount		1
93a	323-235	$0.75	SCREW, bracket to LH engine plate		2
94	460-185	$6.95	BRACKET, L/H, engine mount	RD from (c)360301 GT from (c)361001	1
	460-175	$6.95	BRACKET, R/H, engine mount		1
95	413-075	$12.95	RECOIL BRACKET	RD to (c)339094 GT to (c)339471	2
	413-085	NA	RECOIL BRACKET	RD from (c)339095 to 410000 GT from (c)339472	2
96	282-330•	$1.85	BUFFER, engine stay rod	RD only	2
97	280-050•	$1.45	BUSH, rear gearbox extension		2
	280-055•	$1.65	BUSH, rear gearbox extension	GT only	2

• Note: rear engine (transmission) mounts are fully listed on pages 37 and 39.

98	332-070	$11.95	CABLE, engine ground		1
99	220-540	$20.95	ENGINE PAINT, red	1962-'71	1
	220-575	$14.95	ENGINE PAINT, black	1972-'80	1
	220-576	$14.95	PRIMER, high-temp, for engine paint		1

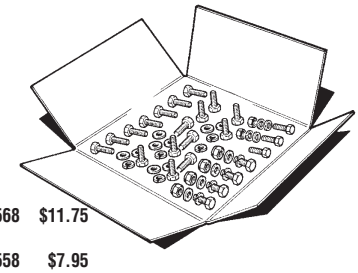
Gasket Sets

297-302*	$59.95	GASKET SET, head, "Payen" brand (includes downpipe gaskets)	1962 - '74	1
297-301*	$59.95	GASKET SET, head, "Payen" brand (does not include downpipe gaskets)		1
297-303*	$23.95	GASKET SET, head **		1
297-321*	$54.95	GASKET SET, head, "Payen" brand	1975 - '80	1
297-322*	$22.95	GASKET SET, head **		1
297-510‡	$16.95	GASKET SET, lower **	3 main engines	1
297-521‡	$49.95	GASKET SET, lower, "Payen" brand	5 main engines	1
297-522‡	$16.75	GASKET SET, lower **		1

*Note: Not all gaskets included in gasket sets are shown on this page.
**Products of various manufacturers supplied.

NOTE:‡ Included in Gasket Sets marked (‡) * Included in Gasket Sets marked (*)

During engine overhauls, have your machine shop check that the block surface is flat. The studs pull the topmost thread up out of the block, which makes it hard to get a good head gasket seal. Countersink 1/32" or so into each threaded hole to prevent this problem.



Engine Hardware Kits:

Timing Cover Screw Set
Fits 1962-'76 with oval washers. **323-568 $11.75**

Timing Cover Screw Set
Fits 1976 on with plain washers. **323-558 $7.95**

Sump Screw Set
Fits all 1962-'80. **323-548 $9.95**

Engine to Gearbox Nut & Bolt Set
Fits 1962-'67 with 3-Synchro gearboxes. **322-428 $8.95**

Engine to Gearbox Nut & Bolt Set
Fits 1968 on with All-Synchro gearboxes. **322-438 $7.50**



Oberg Tilt Lift

It never fails. No matter what angle you hang an engine from its sling, it will be wrong. Unfortunately, most cars require the engine to be installed in an arc. This chore is hard enough with help, but it's nearly impossible without. Tilt Lift is a product which enables you to remove or install an engine alone. 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 pound 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 only four pounds) makes it perfect for small work areas. The mounting cleats are adaptable to any engine. Reduce the risk of personal injury, or damage to your car with a Tilt Lift.
386-730 $84.95



MGB Engine Rebuild DVD

Cut hundreds of dollars in labor costs by rebuilding your own engine! This informative video covers MGB engine removal, dismantling, reassembly and reinstallation. The 90 minute presentation by expert mechanic, "Dr. Doolin," is loaded with valuable information and tricks of the trade.
211-141 $76.95

"Ultra Slick" Engine Assembly Lube



The most critical time for dangerous wear during an engine's life is during initial start-up. Protect your rebuild (and all of those expensive parts) by using "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves & guides and rocker shaft assemblies. It's the best insurance available.
221-565 $9.95

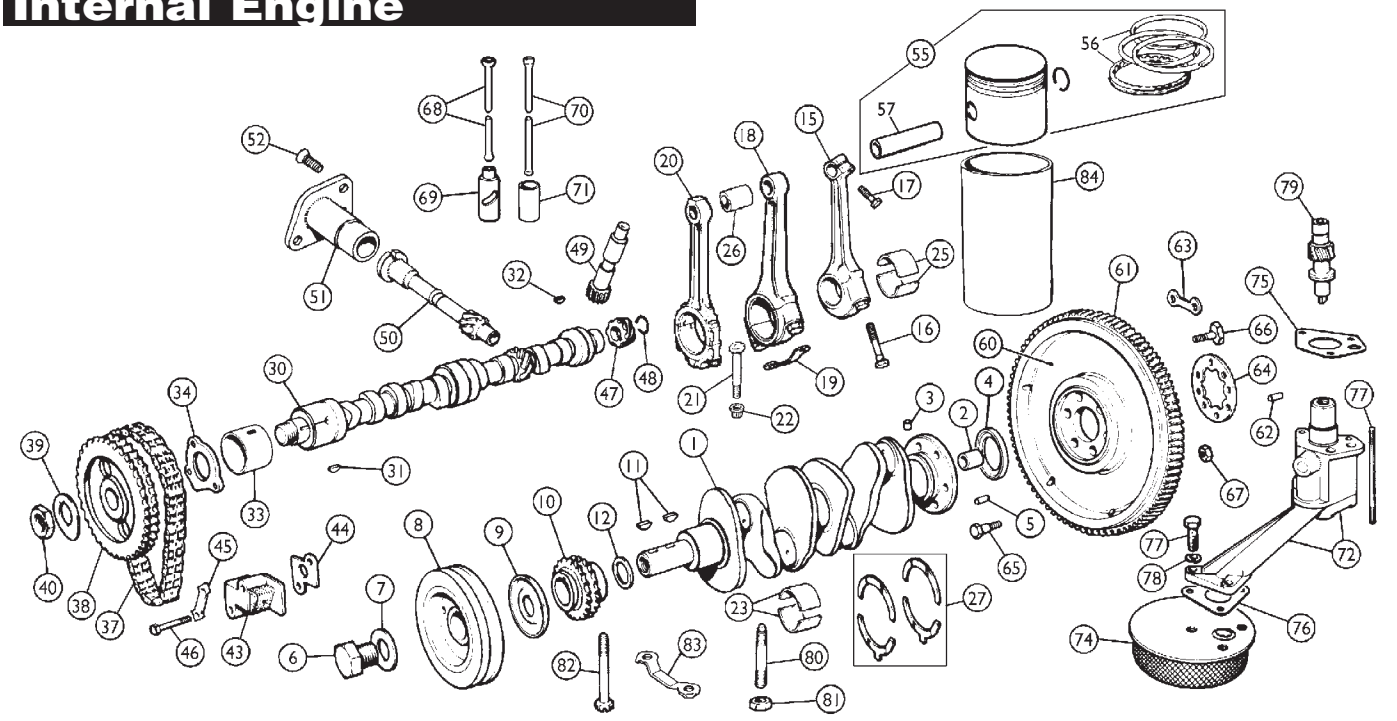
Hylomar Gasket Sealant



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 Forumlation 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.
232-215 $20.95 Hylomar AF, 85 gram tube
232-220 $15.95 Hylomar M, 80ml tube

Poor running can often be attributed to defective smog valves, either the early replaceable diaphragm type or the later, sealed gulp valve. To check these valves, remove them and block off all the disconnected hoses with plugs; if the engine now runs better, the valve needs replacing. On the later cars, check the plastic 'Y' fitting in the smog system. These often crack, allowing a vacuum leak to affect performance. Silicone sealer makes a great temporary fix.

Internal Engine



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	328-630*	$18.95	LOCKTAB SET, engine	18GB-GF engines	1
	328-640*	NA	LOCKTAB SET, engine (can use 328-630)	18GG-18V engines	1
	* Items included in Locktab Sets are marked with an asterisk (*).				
1	451-580	NA	CRANKSHAFT	3 main engines	1
	451-615	NA	CRANKSHAFT	5 main engines	1
	451-670	NA	CRANKSHAFT, reground, w/brgs.	5 main engines	1
2	330-160	$2.95	BUSHING, spigot, 5/8" long	3 main engines	1
	330-420	$5.95	BUSHING, spigot, 1-1/2" long	5 main engines	1
	330-415	$4.95	BUSHING, spigot, 1" long	5 main engines	1
	330-570†	$36.95	BUSHING, spigot, 1-1/2" long	5 main eng. w /3 main gbx.†	1
			† for adapting a 5 main engine for use with 3 main gearbox		
3	460-410	NA	PLUG, restrictor		4
4	120-820	$6.75	OIL SEAL, crank, rear	5 main engines	1
	120-821	$21.95	OIL SEAL, crank, rear, upgrade		1
5	325-045	$3.65	PEG, flywheel to crankshaft		2/1
6	322-120	$13.95	BOLT, pulley retaining		1
7	460-470*	$0.85	WASHER, tab		1
8	460-450	$106.95	PULLEY, crankshaft (no damper)	to (e)18G-UH/5571 ('62-'63)	1
	433-696	$179.95	PULLEY, crankshaft (with damper)	fits all thru 1974	1
			(2 sets of timing marks for all MGB engines thru 1974)		
	433-705	NA	PULLEY, crankshaft	18V engines from 1975	1
9	433-815	$2.15	OIL THROWER		1
10	460-420•	$16.95	SPROCKET, crank, double row	18G thru GK engines	1
	460-425•	$17.85	SPROCKET, crank, single row	18V engines	1
11	327-100	$1.25	KEY, crank	18G thru GK engines	2
	327-105	$2.95	KEY, crank	18V engines	2
12	460-440	$0.95	SHIM, 0.006"		A/R
15	460-500	$69.95	CONNECTING ROD, #1, 3		2
	460-510	NA	CONNECTING ROD, #2, 4	18G/GA engines	2
16	322-840	$16.95	BOLT, connecting rod	(3-main engines)	8
17	322-140	$3.45	WRIST PIN BOLT		4
18	460-515	$94.95	CONNECTING ROD (rebuilt)		4
	322-130	$15.45	BOLT, connecting rod	18GB thru GF engines	8
19	460-520*	$1.65	LOCKPLATE	(5-main "angled" rods)	4
20	437-000	$119.95	CONNECTING ROD (rebuilt)		4
21	437-005	$2.20	BOLT, connecting rod	18GG thru 18V thru '71	8
22	437-020	$3.95	NUT, connecting rod bolt	(5-main "straight" rods with small end bushes)	8
20	437-030	$99.95	CONNECTING ROD (rebuilt)		4
21	437-005	$2.20	BOLT, connecting rod	18V engines from '72	8
22	437-020	$3.95	NUT, connecting rod bolt	(for press fit pins)	8
23	425-061	$49.95	MAIN BEARING SET, std.		1
	425-071	$49.95	MAIN BEARING SET, .010"	Tri-metal	1
	425-081	$49.95	MAIN BEARING SET, .020"	(5-main sets; for 3-main	1
	425-091	$49.95	MAIN BEARING SET, .030"	discard extra bearings)	1
	425-096	$49.95	MAIN BEARING SET, .040"		1
	425-060	$27.95	MAIN BEARING SET, std.		1
	425-070	$27.95	MAIN BEARING SET, .010"	Bi-metal	1
	425-080	$27.95	MAIN BEARING SET, .020"	(5-main sets; for 3-main	1
	425-090	$27.95	MAIN BEARING SET, .030"	discard extra bearings)	1
	425-095	$27.95	MAIN BEARING SET, .040"		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
25	425-700	$39.95	ROD BEARING SET, std.		1
	425-800	$42.95	ROD BEARING SET, .010"	3 main engines	1
	425-850	$42.95	ROD BEARING SET, .020"	18G, 18GA	1
	425-900	$42.95	ROD BEARING SET, .030"	Tri-metal bearings	1
	425-950	$42.95	ROD BEARING SET, .040"		1
	425-761	$33.75	ROD BEARING SET, std.		1
	425-771	$43.95	ROD BEARING SET, .010"	5 main engine	1
	425-781	$43.95	ROD BEARING SET, .020"	18GB - on	1
	425-791	$43.95	ROD BEARING SET, .030"	Tri-metal bearings	1
	425-796	$43.95	ROD BEARING SET, .040"		1
	425-760	$27.95	ROD BEARING SET, std.		1
	425-770	$27.95	ROD BEARING SET, .010"	5 main engine	1
	425-780	$27.95	ROD BEARING SET, .020"	18GB - on	1
	425-790	$27.95	ROD BEARING SET, .030"	Bi-metal bearings	1
	425-795	$31.95	ROD BEARING SET, .040"		1
26	330-428	$16.95	WRIST PIN BUSHING SET (4 ea.)	5 main thru '71	1
27	425-660	$10.95	THRUST WASHER SET, std.	(4 pieces)	1
	425-670	$22.95	THRUST WASHER SET, .005"	(4 pieces)	1
30	451-320	$219.95	CAMSHAFT	18G/GA engines	1
	451-335	$217.95	CAMSHAFT	1965-'80	1
	222-273	$589.95	CAMSHAFT, fast street grind	(all)	1
31	327-050	$0.60	KEY, cam sprocket	(all)	1
32	327-120	$0.70	KEY, tach. drive	3 main engines	1
33	425-000	$23.95	CAM BEARING SET, stock type, split		1
	425-001	$36.95	CAM BEARING SET, "Dura-Bond" MORE INFO ONLINE		1
			"Dura-Bond" bearings are solid for accuracy and easy installation.		
34	460-530	$16.95	PLATE, cam locating		1
	322-230	$0.35	BOLT, plate to block		3
	462-385	$0.30	LOCKWASHER for bolt		3
37	460-591•	$39.95	TIMING CHAIN, heavy duty upgrade	18G thru GK engines	1
	114-077•	$12.95	TIMING CHAIN, orig. manufacturer	double row chains	1
	460-590•	$8.95	TIMING CHAIN, aftermarket		1
	460-596•	$29.95	TIMING CHAIN, heavy duty upgrade	18V engines	1
	460-595•	$8.95	TIMING CHAIN, aftermarket	single row chains	1
38	460-540•	$18.95	SPROCKET, camshaft, double row	18G thru GK	1
	460-545•	$39.95	SPROCKET, camshaft, single row	18V engines	1
	• Note: Late engines with single row chains can use double row sprockets & chains.				
39	460-550*	$0.75	LOCKTAB, cam		1
40	311-500	$3.75	NUT		1
43	460-560	$9.95	TENSIONER ASSEMBLY, timing chain		1
44	460-580	$0.75	GASKET, tensioner		1
45	460-570*	$0.65	LOCKTAB, tensioner		1
46	322-250	$0.55	BOLT, tensioner		2
47	460-650	$79.95	GEAR, tachometer drive		1
48	326-150	$0.50	CLIP, tachometer drive gear	3 main engines	1
49	460-660	NA	PINION, tachometer drive		1
50	460-640	$72.95	SPINDLE, distributor drive		1
51	460-300	NA	HOUSING, distributor mounting		1
52	323-250	$0.50	SCREW		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
55	420-300	$289.95	PISTON SET, std.	3 main engines 8.75:1 CR	1
	420-320	$289.95	PISTON SET, .020"		1
	420-330	$289.95	PISTON SET, .030"		1
	420-340	$289.95	PISTON SET, .040"		1
NOTE: 18GB-GF 4-ring 3" long pistons are obsolete. Use 2.4" floating pin pistons below.					
	420-390	NA	PISTON SET, std., 2.4" long	5 main engines	1
	420-400	$336.95	PISTON SET, .020", 2.4" long	floating pin thru '71	1
	420-410	NA	PISTON SET, .030", 2.4" long	(pin uses Seeger rings)	1
	420-415	$336.95	PISTON SET, .040", 2.4" long	**8.75:1 CR AE brand**	1
	420-392	$199.95	PISTON SET, std., 2.4" long	5 main engines,	1
	420-402	$199.95	PISTON SET, .020", 2.4" long	floating pin thru '71	1
	420-412	$199.95	PISTON SET, .030", 2.4" long	(pin uses Seeger rings)	1
	420-416	$199.95	PISTON SET, .040", 2.4" long	**8.75:1 CR**	1
	420-422	$199.95	PISTON SET, .060", 2.4" long	**Aftermarket brand**	1
	420-375	$199.95	PISTON SET, std., 2.4" long	5 main engines	1
	420-385	$199.95	PISTON SET, .020", 2.4" long	press fit pin from '72	1
	420-395	$199.95	PISTON SET, .030", 2.4" long	(pin press fit in con rod)	1
	420-405	$199.95	PISTON SET, .040", 2.4" long	**8.0:1 CR Aftermarket**	1
	420-431	$339.95	PISTON SET, std., 2.4" long	5 main engines	1
	420-436	$339.95	PISTON SET, .020", 2.4" long	press fit pin from '72	1
	420-441	$339.95	PISTON SET, .030", 2.4" long	(pin press fit in	1
	420-446	$339.95	PISTON SET, .040", 2.4" long	con rod) **8.7:1 CR**	1
	420-451	$339.95	PISTON SET, .060", 2.4" long	**AE brand**	1
	420-430	$172.95	PISTON SET, std., 2.4" long	5 main engines	1
	420-435	$172.95	PISTON SET, .020", 2.4" long	press fit pin from '72	1
	420-440	$172.95	PISTON SET, .030", 2.4" long	(pin press fit in	1
	420-445	$172.95	PISTON SET, .040", 2.4" long	con rod) **8.7:1 CR**	1
	420-450	$172.95	PISTON SET, .060", 2.4" long	**Aftermarket brand**	1
56	421-420	$53.30	RING SET, std.	4 rings	1
	421-430	$53.30	RING SET, .020"	3 & 5 main engines	1
	421-440	$53.30	RING SET, .030"	1962 - '71	1
	421-450	$53.30	RING SET, .040"	Hastings brand	1
	421-500	$73.80	RING SET, std.	5 rings	1
	421-510	$73.80	RING SET, .020"	3& 5 main engines	1
	421-520	$73.80	RING SET, .030"	1962 - '71	1
	421-530	$73.80	RING SET, .040"	Hastings brand	1
	421-580	$52.00	RING SET, std.		1
	421-590	$52.00	RING SET, .020"	3 ring - 5 main engines	1
	421-600	$52.00	RING SET, .030"	1972 on	1
	421-610	$52.00	RING SET, .040"	Hastings brand	1
	421-615	$52.00	RING SET, .060"		1
57	422-040	NA	WRIST PIN	3 main engines	4
60	460-695	NA	FLYWHEEL ASSEMBLY, 1962-'64	18G/GA engines (3 main)	1
	460-705	NA	FLYWHEEL ASSEMBLY, 1965-'67	18GB engines (5 main)	1
	460-685	NA	FLYWHEEL ASSEMBLY, 1968-'80	18GD-V engines (5 main)	1
61	190-040	$33.95	RING GEAR, 10.75" dia.	18G/GB engines	1
	190-050	$28.45	RING GEAR, 11.5" dia.	18GD-V engines	1
62	325-090	$2.85	PIN, clutch cover to flywheel	3 main uses 3	3/2
63	460-710	$1.95	LOCKPLATE	3 main engines	3
64	460-715*	$1.95	LOCKPLATE	5 main engines	1
65	322-850	$7.95	BOLT, flywheel attaching	3 main engines	6
66	322-160	$1.95	BOLT, flywheel attaching	5 main engines	6
67	310-050	$0.60	NUT, flywheel attaching	3 main engines	6
	460-638	$89.95	TAPPET & PUSH ROD SET		1
68	460-610	$3.95	PUSH ROD	18G thru GK engines	8
69	460-600	$6.75	TAPPET		8
70	460-615	$3.95	PUSH ROD	18V engines	8
71	460-604	$199.95	TAPPET SET, stock type, 54-58 HRC In-house tested, incl. ass'y lube.		1
	460-601	$169.95	TAPPET SET, APT brand, 60+ HRC with oil drain hole		1
	460-608	$84.95	TAPPET SET, lightened, with oil drain hole		1
72	460-730	$59.95	OIL PUMP	3 main engines	1
	435-600	$57.95	OIL PUMP	5 main engines	1
73	460-720	$99.95	SPINDLE, oil pump		1
74	460-760	$29.95	STRAINER, oil		1
75	460-725	$1.25	GASKET, pump to crankcase	3 main engines	1
	460-745	$0.75	GASKET, pump to crankcase	5 main engines	1
76	460-735	$0.65	GASKET, strainer to pump		1
77	314-265	$0.50	BOLT, oil strainer		3
78	324-020	$0.25	LOCKWASHER		3

* Items included in Locktab Sets are marked with an asterisk (*).

79	328-960	$3.95	STUD, oil pump		3
	365-720	$0.35	WASHER, flat		3
	365-730	$0.25	LOCKWASHER		3
	310-140	$0.40	NUT		3
80	328-195**	NA	STUD, main bearing cap **	18G thru GK engines	6/10
81	311-000	$1.60	NUT, main bearing cap		6/10
	** Stud kit 322-938 may be used - see "Heavy Duty Bolt & Stud Kits" below				
82	322-145	$2.95	BOLT, main bearing cap	18V engines	10
83	425-005	NA	LOCKPLATE, main bearing cap	some 1965 engines	3/5
84	426-080	$44.95	CYLINDER LINER (professional machining required)		4

Cylinder liners are used to repair a damaged bore. Block is bored to accept the liner, liner is pressed into block, trimmed flush with block deck, then bored and honed to fit the piston.

Front and rear main bearing caps are a snug fit and care must be taken not to damage their mating surfaces when removing and installing them. The best method of removal is to insert a bolt in the threaded hole in the cap and pull on it gently with a slide hammer.



Speedi-Sleeves

When a new seal cannot compensate for excessive damage, these ultra-thin sleeves provide new sealable surfaces. Instructions and installation tool are included.

Crankshaft pulley/timing cover seal 520-515 $52.95
Rear crankshaft (5-main engines) 520-525 $64.95



Aluminum Alloy Flywheels

For a faster revving engine, these 9 lb. flywheels feature a replaceable steel face and mechanically located ring gear.

1962-'64 (3-main engine) **460-673 $524.95**
1965-'67 (5-main engine) **460-674 $524.95**
1968-'80 (5-main engine) **460-675 $524.95**

Heavy-Duty Bolt & Stud Kits



These heavy-duty, precision ground heat-treated bolts have a tensile strength of 180,000 p.s.i., and studs have a tensile strength of 190,000 p.s.i. - over three times the strength of stock engine hardware. Included are special hardened washers and 12-point nuts - perfect for the racer, weekend road warrior, or anyone who wants added insurance against mechanical failure.

Rod Bolt Kit	Fits 18GB thru 18GF engines	**322-845**	**$62.95**
Rod Bolt Kit	Fits 18GG thru 18V engines.	**322-848**	**$126.95**
Cylinder Head Stud Kit		**322-858**	**$209.95**
Main Bearing Cap Stud Kit	3-main engines	**322-868**	**$89.95**
Main Bearing Cap Stud Kit	18GB - 18GK 5-main engines	**322-938**	**$159.95**
Main Bearing Bolt Kit	18V 5-main engines	**322-948**	**$129.95**

Offset Cam Keys

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

2° offset	**327-005**	**$37.95**	**3° offset**	**327-015**	**$39.95**
4° offset	**327-025**	**$37.95**	**5° offset**	**327-035**	**$39.95**

Vernier Cam Gear Conversion Kit



If you're serious about your engine rebuild, this is one upgrade you should be sure to install! 1972-'80 MGBs were originally fitted with a single row timing chain which wears more quickly than the earlier double row chain and sprockets. Our kit includes the double row chain, along with fully adjustable cam sprocket.

460-398 $209.95

Uprated Oil Pump



Fits all 5-main engines. This oil pump has been modified to the factory special tuning specifications for increased oil flow at high RPM. The ultimate protection for your engine.

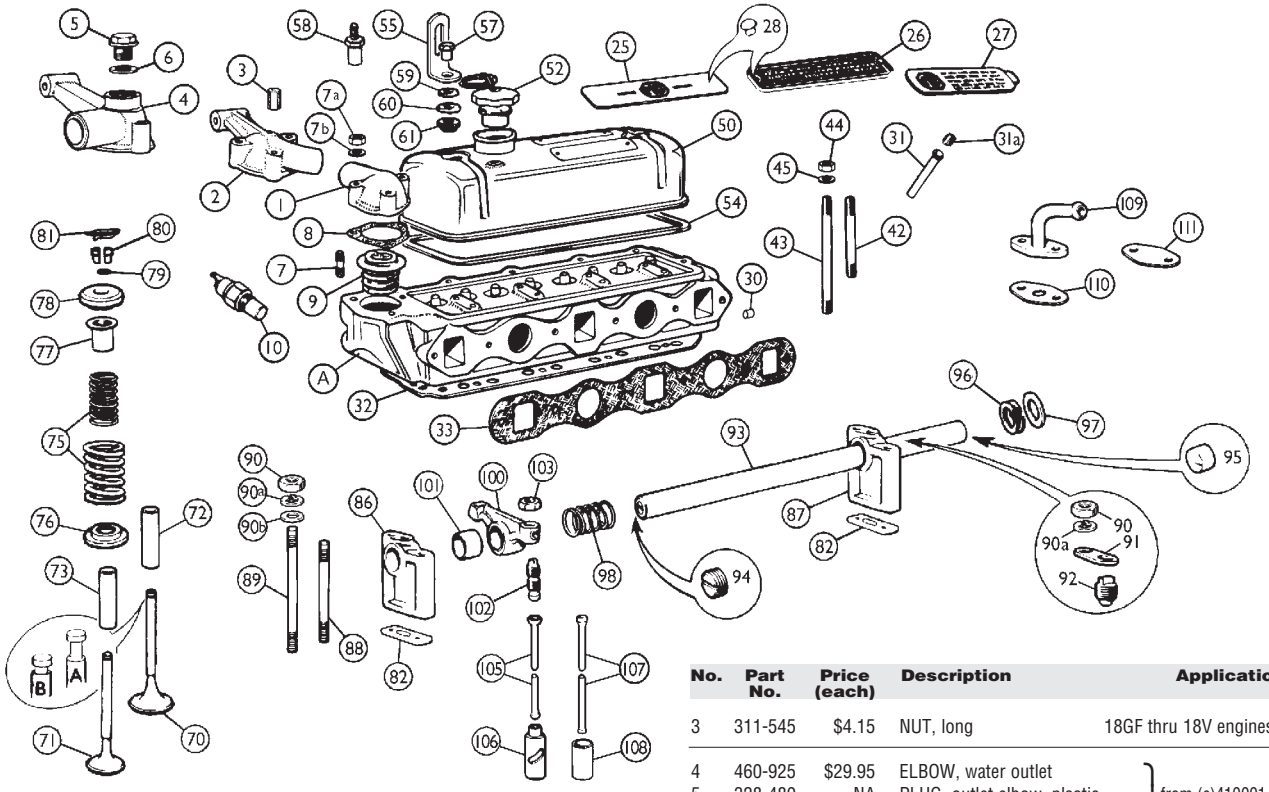
435-625 $109.95

Uprated Oil Pressure Relief Spring

Increase the oil pressure in your stock engine by about 20 psi. Note: This is not a remedy for a worn engine in need of a rebuild!

329-235 $4.95

Cylinder Head



No.	Part No.	Price (each)	Description	Application	Qty. Req.
3	311-545	$4.15	NUT, long	18GF thru 18V engines	1
4	460-925	$29.95	ELBOW, water outlet	from (c)410001 on, 1977 on	1
5	328-480	NA	PLUG, outlet elbow, plastic		1
	459-760	$5.95	PLUG, outlet elbow, brass (repl.)	alternative	1
6	328-486	$0.40	O-RING (replaces orig. gasket)		1
7	328-605	$1.25	STUD, outlet elbow		3
7a	310-140	$0.40	NUT		3
7b	365-720	$0.35	WASHER		3
8	296-380*	NA	GASKET, outlet elbow	stock type cork	1
	296-381	$1.95	GASKET, outlet elbow	"Klingersil" material	1
9	434-189	$4.95	THERMOSTAT, 180° MORE INFO ONLINE	standard	1
	434-180	$4.95	THERMOSTAT, 160°	hot climates	1
	434-190	$4.95	THERMOSTAT, 192°	cold climates	1
10	760-180	$7.75	TEMPERATURE SENDING UNIT	1968 - '76	1
	131-565	$7.95	TEMPERATURE SENDING UNIT	1977 - '80	1
25	408-800	$3.95	"MG" PLATE	18G & GA engines	1
	215-620	$2.85	"MG" DECAL	1965-'72 (approx.)	1
26	408-810	$4.25	PATENT NUMBER PLATE	18G engines	1
27	408-815	$5.85	INSTRUCTION PLATE	18GF thru V engines	1
	215-660	$3.95	BRITISH LEYLAND DECAL	approx. 1973 on	1
28	458-765	$0.40	RIVET, valve cover plates	18G engines	4
	325-245	$0.85	DRIVE RIVET, engine # plate		2
30	328-270	$1.45	PLUG, oil hole (included with cylinder heads)		1
31	360-700	$12.95	AIR INJECTION TUBES	18GF thru V engines	4
31a	052-242	$1.25	PLUG, air injection ports	See note below	4
	(These plugs block the air ports, allowing late heads to be used on early engines)				
32	296-415	$18.95	HEAD GASKET, copper	1962 - '74, fits all years	1
	296-405	$25.95	HEAD GASKET, composition, Payen	1975 - '80, fits all years	1
33	297-535	$7.75	GASKET, manifold, premium upgrade		1
42	328-950	$3.95	STUD, cylinder head, 4 1/2"		7
43	328-940	$7.95	STUD, cylinder head, 6 1/4"		4
44	310-280	$0.65	NUT, cylinder head, stock type		11
	114-121	$2.85	NUT, cylinder head, flanged, upgraded replacement		11
45	324-725	$0.95	WASHER, cylinder head		11
50	454-680	NA	VALVE COVER, w/breather	18G engines	1
	224-508	$89.95	VALVE COVER, cast aluminum	accessory (no breather)	1
	454-690	NA	VALVE COVER, w/o breather	18GA thru GH engines	1
	454-695	NA	VALVE COVER, w/breather	18GJ thru V engines	1
52	460-100	$10.95	CAP, oil filler, steel	18G engines	1
	460-102	$26.95	CAP, oil filler, vented, OE type	18GA thru GH engines	1
	460-105	$5.90	CAP, oil filler, vented, replacement	18GA thru GH engines	1
	460-125	$6.85	CAP, oil filler, non-vented	18GJ thru V engines	1
54	296-310*	$2.20	GASKET, valve cover		1
55	386-745	$5.95	BRACKET, engine lifting		2
57	460-110	$2.45	CAP NUT, valve cover	18G - GB and 18V from '77 on	2
	460-045	$4.50	CAP NUT, valve cover, chromed		2

All MGB cylinder heads are more or less interchangeable. 1962 - '67 heads have no pollution control features. 1968 - '80 heads have air injection manifold holes which can be plugged with 7/16" S.A.E. Allen head screws for use on earlier engines. The 1975 - '80 head is the only one not completely interchangeable. This has a water take-off at the back for the water choke, and the rear rocker shaft pedestal is different - use the correct one or the rocker assembly will not be lubricated. (Our alloy heads may be used with either rocker shaft pedestal due to a minor design change.) All heads had an original thickness of 3.177" to 3.192".

A 451-518 $899.95 CYLINDER HEAD, cast iron, assembled, unleaded 1962-'67 1
No smog fittings, 1.625" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, cast iron guides, single valve springs, steel valve spring caps, late (narrow) keepers.

451-555 $899.95 CYLINDER HEAD, cast iron, assembled, unleaded 1968-'80 1
Drilled for smog fittings and water choke, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, cast iron guides, single valve springs, steel valve spring caps
(1968-74 requires replacing the rear rocker pedestal with the off-set oil feed 460-245)

451-805 $1149.95 CYLINDER HEAD, alloy, bare MORE INFO ONLINE 1962-'67 1
No smog fittings. Includes hardened valve seats & silicon-bronze guides. Uses stock valves.

451-806 $1349.95 CYLINDER HEAD, alloy, assembled MORE INFO ONLINE 1962-'67 1
No smog fittings, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, silicon-bronze guides, double valve springs, steel valve spring caps, late (narrow) keepers.

451-815 $1149.95 CYLINDER HEAD, alloy, bare MORE INFO ONLINE 1968-'80 1
Drilled for smog fittings. Incl. hardened valve seats & silicon-bronze guides. Uses stock valves.

451-816 $1349.95 CYLINDER HEAD, alloy, assembled MORE INFO ONLINE 1968-'80 1
Drilled for smog fittings, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, silicon-bronze guides, double valve springs, steel valve spring caps, late (narrow) keepers .

451-690 $1589.95 CYLINDER HEAD, alloy, crossflow MORE INFO ONLINE 1962-'80 1
No smog fittings, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, silicon-bronze guides, double valve springs, steel valve spring caps, late (narrow) keepers. May be used with either inline or offset oil hole rear rocker shaft pedestals.

ALLOY CYLINDER HEADS require coarse threaded fasteners:

328-765 $0.95 STUD, manifold 6
NA BOLT, heater valve (1/4 UNC x 3/4") 2

HEAD GASKET SETS* are listed on page 7.
*Head Gasket Sets include items marked * plus others not shown.

1	460-845	$13.95	ELBOW, water outlet	18G/GA/GB engines	1
2	460-945	$36.95	ELBOW, water outlet	18GF thru V engines to(c)367900	1
	460-945	$36.95	ELBOW, water outlet	from (c)367901 to 410000	1
	460-955	$18.95	ELBOW, water outlet	Euro-spec, w/o air pump brkt.	1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
58	460-112	$3.25	CAP NUT, valve cover	18GF, GD and 18V thru '76	2
59	460-115	$1.45	DISTANCE PIECE	18GF, GD and 18V thru '76	2
60	460-130	$0.75	WASHER, cupped		2
	460-135	$1.95	WASHER, cupped, chromed		2
61	460-120	$0.50	BUSHING, rubber		2
70	423-140	$7.95	VALVE, intake, 1.563", stem "A"†	see note "A" below	4
	423-125	$4.95	VALVE, intake, 1.563", stem "B"†	"B" below; 18V 1975-on	4
	423-135	$10.95	VALVE, intake, 1.625" (stock)	18V engines 1972-74	4
	423-137	$18.95	VALVE, intake, 1.70", gas flowed	stem "B"†	4
71	423-151	$7.35	VALVE, exhaust, stainless steel	stem "A"† 1962-'68	4
	423-155	$26.95	VALVE, exh., stainless/stellite tip	see note "A" below	4
	423-145	$7.95	VALVE, exhaust, stainless steel	stem "B"† 1968-'80	4
	423-165	$25.95	VALVE, exh., stainless/stellite tip	see note "B" below	4
	423-166	$19.85	VALVE, exh.,1.34", s/s, gas-flowed		4
72	423-240	$2.15	GUIDE, intake valve, stock type		4
	423-245	$7.45	GUIDE, intake valve, manganese-bronze		4
73	423-250	$2.15	GUIDE, exhaust valve, stock type		4
	423-255	$7.45	GUIDE, exhaust valve, manganese-bronze		4
75	423-430	$32.95	SPRING SET, valve, double, stock	18G thru GK engines	1
	423-455**	$69.95	SPRING SET, valve, double, uprated 20%	18G thru GK engines	1
	**Use with high lift cams, increased ratio rockers, and up to 7,000 rpm.			18G thru GK engines	1

Double spring sets may be used on 18V engines if valve cups 460-195 are used.

	423-445	$16.95	SPRING SET, single, stock	18V engines	1
76	460-220	$2.15	COLLAR, valve spring	18G thru GK engines	8
	460-225	$3.45	COLLAR, valve spring	18V engines	8
77	433-020	$7.95	DEFLECTOR, valve (use with original cups #78 only)	to (e)18G/4384	8
78	460-200	NA	CUP, valve spring (stem A) (use 460-205 without deflectors)	to (e)18G/4384	8
	460-205	$3.95	CUP, valve spring (stem A)	from above - see note "A"	8
	460-195	$4.95	CUP, valve spring (stem B, dbl. spg.)	see note "B2" below	8
	460-235	$6.95	CUP, valve spring (stem B, sgl. spg.)	18V engines	8

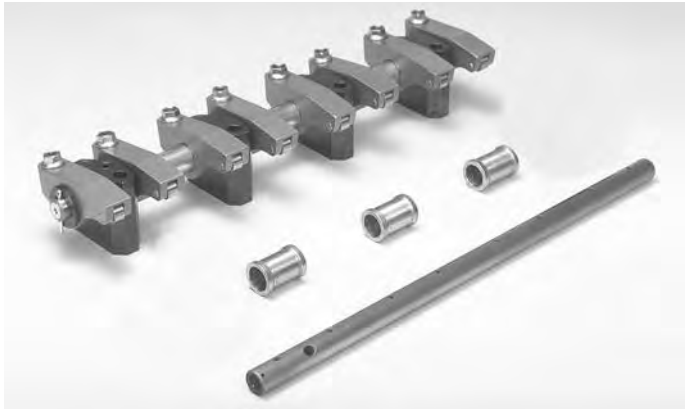
† Valve stem "A" has a 0.352" wide groove, stem "B" has a 0.082" wide groove.
A - 18G, 18GA, 18GB engines, and to 18GF/2158 (non-overdrive), 18GF/530 (overdrive)
B - from engine 18GF/2159 (non-overdrive), 18GF/531 (overdrive), 18GH, 18GK, 18V
B2 - from engine 18GF/2159 (non-overdrive), 18GF/531 (overdrive), 18GH, 18GK (not 18V)

79	297-108*	$2.25	SEAL SET, valve stem, stock type o-ring		1
	290-890	$0.75	SEAL, valve stem, umbrella type upgrade		8
80	460-210	$6.95	VALVE COTTER (set of 2) 1962 - '68, stem "A"	see note "A"	8
	460-215	$1.75	VALVE COTTER, 1968 - '80, stem "B"	see note "B"	16
81	326-120	$1.45	CLIP, valve cotter	used w/460-210 cotter	8
82	460-255	$4.15	SHIM, center rocker brackets	from 18GB engines on	2
86	460-240	NA	ROCKER BRACKET, plain hole		3
87	460-230	$24.95	ROCKER BRACKET, tapped	thru 1974	1
	460-245	$23.95	ROCKER BRACKET, tapped	from 1975 on	1
88	328-970	$2.75	STUD, rocker bracket, short		2
89	328-980	$2.45	STUD, rocker bracket, long		2
90	310-140	$0.40	NUT, rocker bracket studs		4
90a	365-730	$0.25	LOCKWASHER		4
90b	365-720	$0.35	WASHER		3
91	460-280	$3.50	LOCKPLATE		1
92	460-270	$2.50	SCREW, rocker shaft locating		1
93	451-340	$21.95	ROCKER SHAFT	stock type	1
	433-725	$57.75	ROCKER SHAFT	tuftrided for longer wear	1
94	328-080	NA	PLUG, threaded		1
95	328-290	$15.95	PLUG, plain		1
96	329-470	NA	WASHER, double coil		2
97		NA	WASHER, plain		2
98	329-220	$2.95	SPRING		3
100	460-250	$16.95	ROCKER ARM		8
	325-240	NA	PLUG, oil drilling		8
101	330-150**	$2.25	BUSHING, rocker arm		8
102	460-260	$1.65	SCREW, adjusting		8
103	310-150	$0.60	NUT, adjusting screw		8

**Note: Oil holes must be drilled in these bushings after installation in a rocker arm. Bushings must then be reamed to fit shaft, and plug replaced.

	460-638	$89.95	TAPPET & PUSH ROD SET	18G thru GK engines	1
105	460-610	$3.95	PUSH ROD	18G thru GK engines	8
106	460-600	$6.75	TAPPET	18G thru GK engines	8
107	460-615	$3.95	PUSH ROD (stock type)		8
	460-619	$14.95	PUSH ROD, tubular, uprated (see note * below)		8
	* Slightly shorter (0.053") than stock for use with high lift cams, milled heads or decked blocks.				
108	460-604	$199.95	TAPPET SET, 54-58 HRC In-house tested, includes assembly lube	18V engines	1
	460-601	$169.95	TAPPET SET, APT brand, 60+ HRC with oil drain hole		1
	460-608	$84.95	TAPPET SET, lightened, with oil drain hole		1
109	470-245	$12.95	OUTLET, for auto choke	1975 on	1
110	295-040*	$6.95	GASKET	1975 on	1
111	052-341	$15.95	BLANKING PLATE, auto-choke outlet	See note below	1

Blanking plate is used to block the water choke outlet when using late heads on early engines.



High Ratio Roller Rocker Kits

The ratio of these rockers is increased so that the valves are opened earlier for a longer duration, therefore making the breathing much more efficient (the standard ratio is 1.426 against the new high lift ratio of 1.625. The kit comes assembled for easy installation onto the cylinder head, and uses solid spacers between the rocker arms. Each rocker is fitted to the rocker shaft with twin needle roller bearings and uses a roller to make contact with the valve stem, lessening wear and reducing side loads on the valve stem. Caution: Installation of roller rockers must be carried out very carefully to ensure the safety and expected reliability of these parts.

Roller rocker kit, for in-line rocker feed type head (thru '74)
451-460 $1495.00
As above, but for offset rocker feed type head ('75-'80)
451-470 $1495.00

Rocker Shaft Spacer Set

These spacers replace the springs on the rocker shaft which to some extent impede the rotation of the rockers and produce excess friction and power loss. They also better locate the rockers over the valve stems. Supplied as an engine set of spacers. Rocker pedestals must be at least 0.875" wide to use these solid spacers.
460-365 $33.85

Tuftrided Rocker Shaft

Tuftriding produces a harder wearing exterior surface on the shaft for improved reliability and is recommended for all MGBs using standard rocker arms.
433-725 $57.75

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. There are two different rocker feed hole positions which may be found on an MGB cylinder head so you must inspect the cylinder head to ascertain the position of the feed hole; either in-line with the rocker pedestal mounting stud holes or offset.

Strengthened Outer Pedestals (pair) with in-line oil feed hole (thru '74)
460-268 $349.95

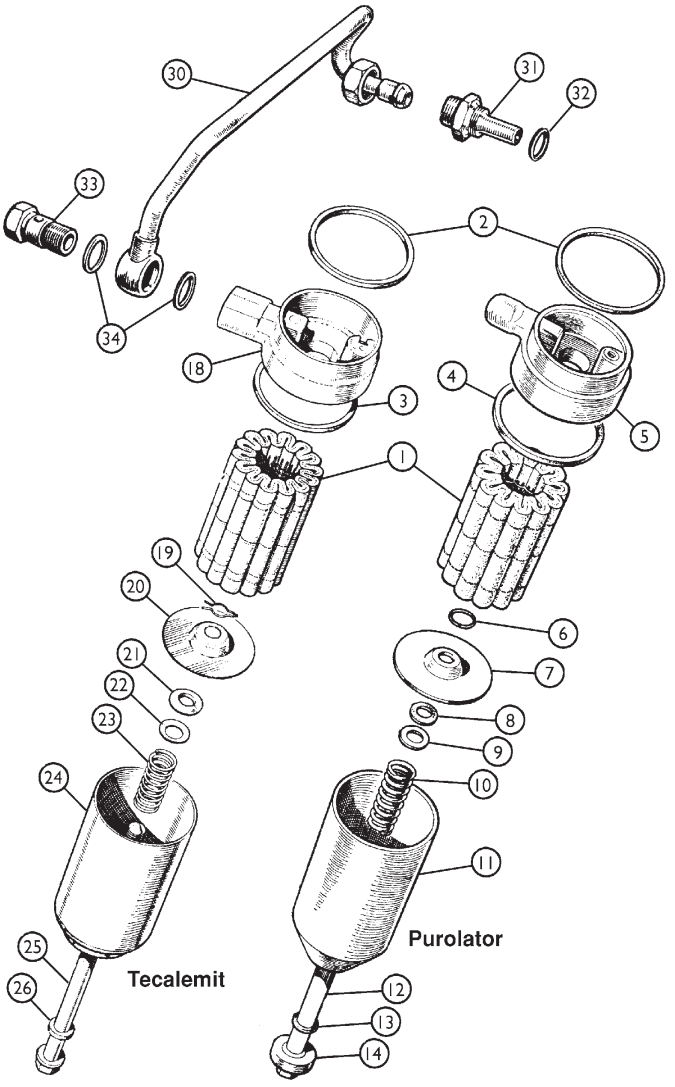
Heavy-Duty Valve Springs

These heavy-duty valve springs are highly recommended for all high performance MGBs. (If engine has single valve springs, dual spring valve spring cups 460-195 must be used.)
H.D. Valve Spring Set **423-455 $69.95**

Competition Manifold Gasket

This special gasket has enlarged holes to match the inlet and exhaust port dimensions on modified cylinder heads.
297-545 $10.95

Oil Filters



No.	Part No.	Price (each)	Description	Application	Qty. Req.
			Hanging Cannister		
			18G/GA/GB Engines		
			The Purolator assembly was used on 18G and GA engines only. Tecalemit assemblies may also be found on these early engines. Although the entire assemblies may be interchanged, most individual components will not interchange.		
1	950-010	NA	FILTER ELEMENT, felt, "Crosland" brand		1
	950-510	$10.95	FILTER ELEMENT, felt (various manufacterers)		1
	950-030	NA	FILTER ELEMENT, paper, "Crosland" brand		1
	950-530	$6.45	FILTER ELEMENT, paper (various manufacterers)		1
			Note: Filters include two seals; one thick, one thin. These are for different application to be used between the cannister and the filter head.		
2	435-335	$1.55	SEAL, filter head to block		1
3	021-467	$1.95	SEAL, cannister to filter head	Tecalemit	1
4	435-335	$1.55	SEAL, cannister to filter head	Purolator	1
5	460-850	NA	HEAD ASSEMBLY	Purolator	1
6	326-205	$1.20	CIRCLIP (replacement)		1
7	435-150	$10.95	PLATE		1
8	435-560	$0.60	WASHER, felt		1
9	435-570	$0.65	WASHER, steel		1
10	329-120	$5.95	SPRING		1
11	435-327	NA	CANNISTER		1
12	460-800	NA	BOLT		1
13	460-815	NA	SEAL		1
14	460-825	NA	WASHER		1
18	460-900	NA	HEAD ASSEMBLY	Tecalemit	1
19	326-205	$1.20	CLIP		1
20	435-150	$10.95	PLATE		1
21	435-560	$0.60	WASHER, felt		1
22	435-570	$0.65	WASHER, steel		1
23	329-230	$5.15	SPRING		1
24	460-770	NA	CANNISTER		1
25	460-790	NA	BOLT		1
26	460-805	$1.00	SEAL		1
30	460-830	NA	PIPE ASS'Y., filter head to block		1
31	460-820	$28.40	ADAPTOR, pipe to block		1
32	324-800	$0.95	WASHER, copper		1
33	460-840	NA	BANJO BOLT		1
34	324-800	$0.95	WASHER, copper		2

NOTE: Parts #30 and 33 are not used when an oil cooler is fitted.

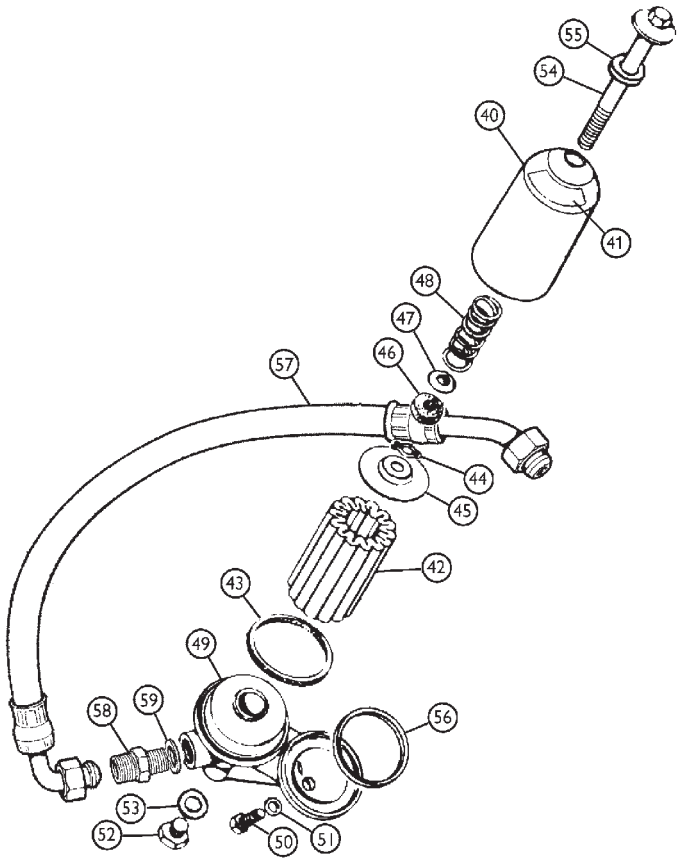


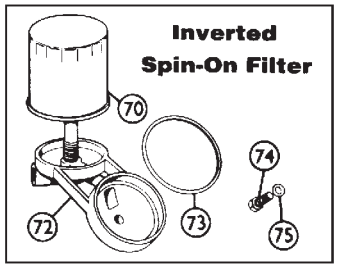
Spin-on Oil Filter Adapter

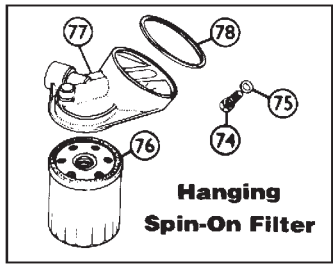
This Moss- designed pressure die cast adaptor looks nearly identical to the factory aluminum filter heads, and directly replaces the original unit. This conversion is extremely well-designed and makes future oil changes much cleaner and easier. The factory cannister design is prone to leakage due to failed seals and is always a hassle to clean up when changing filter elements. We highly recommend this conversion for all 1962-'67 MGBs. Will not fit MGBs from 1968-'80 unless a gear reduction starter (eg. 131-215) is fitted, as the filter conversion will not clear the original starter.

235-940	**$32.95**	Spin-on Oil Filter Adapter
235-830	**$15.95**	Filter, K&N
235-855	**$11.95**	Filter, Wix
235-880	**$9.95**	Filter, Fram

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Note: Inverted spin-on filters were used from March 1970 to November 1973, and from approximately 1976 through 1980. In the interim, the hanging filter was used.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Spin-On Filters					
These use hose, adaptor and washer nos. 57-59 in the "Inverted Cannister" listing to the left. 1979-'80 cars used a hard metal pipe which is not available - use the hose for these cars.					
70	235-825	$15.95	FILTER CARTRIDGE, "K&N Performance Gold"	inverted spin-on filter (3-1/4" dia.)	1
	235-835	$10.95	FILTER CARTRIDGE, heavy-duty, "Wix"		1
	950-000	$9.20	FILTER CARTRIDGE, spin-on, "Crosland"		1
	950-500	$5.95	FILTER CARTRIDGE, spin-on, various brands		1
72	460-910	$99.95	FILTER HEAD		1
73	435-335	$1.55	SEAL, filter head to block		1
74	460-835	$1.35	BOLT, filter head to block	inverted & hanging spin-on filters	1
75	435-567	$1.25	WASHER		1
76	950-045	NA	FILTER CARTRIDGE, spin-on, "Crosland"	hanging spin-on filter (3" dia.)	1
	950-545	$5.25	FILTER CARTRIDGE, spin-on, various brands		1
77	460-915	NA	FILTER HEAD		1
78	435-335	$1.55	SEAL, filter head to block		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Inverted Cannister					
Fitted approx. 1968 to March 1970.					
40	460-785	NA	CANNISTER		1
41	215-670	$2.45	"TECALEMIT" DECAL		1
42	950-010	NA	FILTER ELEMENT, felt, Crosland		1
	950-510	$10.95	FILTER ELEMENT, felt, (various brands)		1
	950-030	NA	FILTER ELEMENT. paper, Crosland		1
	950-530	$6.45	FILTER ELEMENT. paper (various brands)		1
43	021-467	$1.95	SEAL		1
44	326-205	$1.20	CLIP		1
45	435-150	$10.95	PLATE		1
46	435-560	$0.60	WASHER, felt		1
47	435-565	$0.35	WASHER, steel		1
48	329-230	$5.15	SPRING		1
49	460-905	NA	FILTER HEAD		1
50	460-835	$1.35	BOLT, filter head to block		1
51	435-567	$1.25	WASHER		1
52	328-180	$13.95	DRAIN PLUG		1
53	324-755	NA	WASHER, drain plug		1
54	460-795	NA	BOLT		1
55	680-020	$1.20	SEAL		1
56	435-335	$1.55	SEAL, filter head to block		1
57	435-585	$24.95	HOSE, filter head to block used when oil cooler not fitted		1
58	435-590	$3.75	ADAPTER, hose to filter head		1
59	324-800	$0.95	WASHER, copper		1



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. 6 quarts in a case. Not for use with catalytic converters.

20W-50, case 220-811 $49.95
20W-50, quart 220-815 $9.95

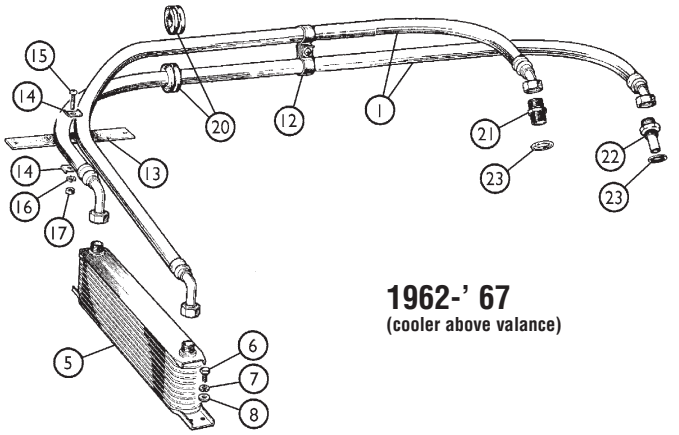
ZDDPlus Engine Oil Additive

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.

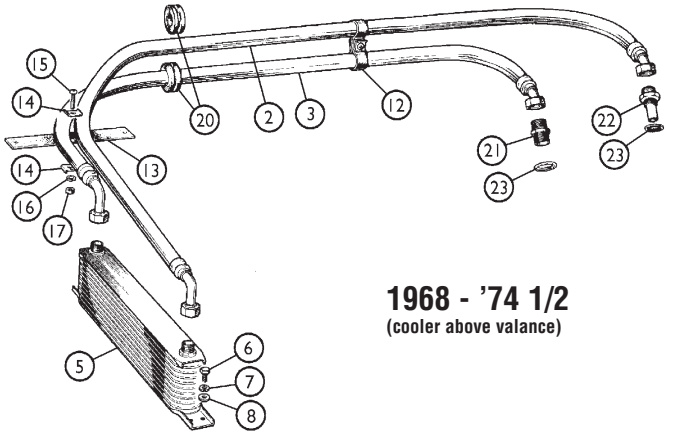
each 220-805 $11.45
case of 25 220-908 $259.95



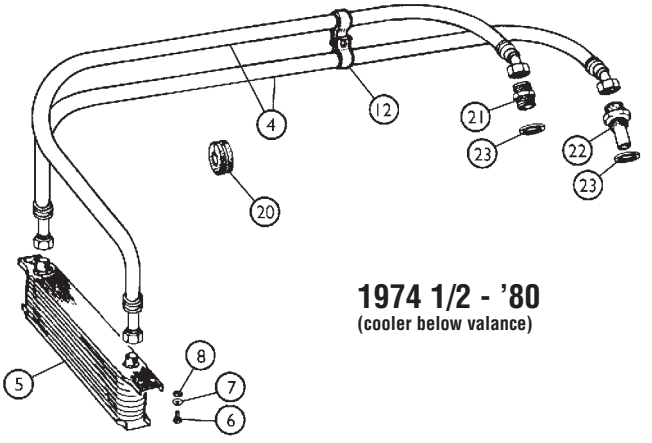
Oil Coolers



1962-’ 67
(cooler above valance)



1968 - ’74 1/2
(cooler above valance)



1974 1/2 - ’80
(cooler below valance)

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Oil Coolers					
1	435-580	$31.95	OIL HOSES, 39 1/2”, 45/ 90 ends	1962 - ‘67	2
2	435-660	$33.95	OIL HOSE, 45 1/2”, 45/90 ends	1968 - 74 1/2	1
3	435-650	$27.95	OIL HOSE, 26”, 45/90 ends	1968 - 74 1/2	1
4	435-595	$32.95	OIL HOSES, 47 1/2”, 45/straight ends	1974 1/2 - ‘80 (rubber bumpered cars)	2
5	235-925	$74.95	OIL RADIATOR, 13 row	chrome bumpered cars	1
	235-915	$57.75	OIL RADIATOR, 10 row	rubber bumpered cars	1
6	322-645	$0.55	BOLT, oil radiator mounting		4
7	324-020	$0.25	LOCKWASHER		4
8	324-590	$0.25	WASHER, plain		4
12	235-988	$4.95	STRAP ASSEMBLY, hose	quantities reduced for rubber bumpered cars	2/1
13	235-980	$2.75	STRAP, rubber		2/1
14	235-985	$2.75	CLAMP PLATE		4/2
15	322-945	$0.55	SCREW		2/1
16	324-010	$0.25	LOCKWASHER		2/1
17	310-040	$0.20	NUT		2/1
20	282-975	$1.95	GROMMET, in radiator support		2
21	435-590	$3.75	UNION, hose to filter head		1
22	460-820	$28.40	ADAPTOR, in engine block		1
23	324-800	$0.95	WASHER, union & adaptor		2

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Oil Cooler Kits

Oil not only lubricates, but also conducts heat away from critical engine components. Lower engine oil temperature translates to 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. Our stock-type MGB kits come complete with radiators and are simple to install.

MGB '63-'74 1/2 Complete Orig. Style Oil Cooler Kit **235-920 $163.95**
(includes 1968-on style hoses)

MGB '74 1/2-'80 Complete Orig. Style Oil Cooler Kit **235-990 $129.95**



Braided Stainless Steel Oil Cooler Hoses

Heavy duty (and attractive) alternatives to the stock plain rubber ones. Numbers in parenthesis are the angles of the ends.

39" Braided Hose (45/90)	1962-'67 (2 req'd.)	**435-680**	**$54.95**
26" Braided Hose (45/90)	'68-'74-1/2 (1 ea req'd.)	**435-690**	**$46.95**
45 1/2" Braided Hose (45/90)	'68-'74-1/2 (1 ea req'd.)	**435-700**	**$54.95**
47 1/2" Braided Hose (45/straight)	1974-1/2-'80 (2 req'd.)	**435-710**	**$54.95**



MGB Oil Cooler Thermostat Kit

This kit features a specially designed thermostat fitted into the oil lines to allow quicker oil warm-up to protect your engine better. Included are four stainless steel oil lines to connect to your existing radiator, and the thermostat unit. Order an oil cooler radiator separately if necessary.

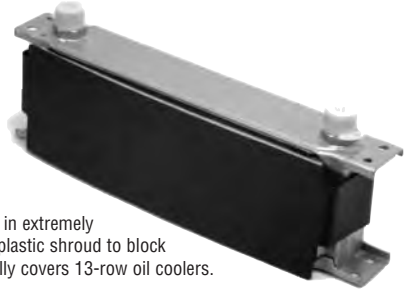
for chrome bumper cars **235-840 $369.95**
for rubber bumper cars* **235-850 $329.95**
*1974.5 - '76. Does not fit '77-'80.



Oil Cooler Radiators

All coolers except the 16-row unit have top and bottom mounting flanges. The 16-row unit has bottom flanges only.

10-Row	**235-915**	**$57.75**
13-Row	**235-925**	**$74.95**
16-Row	**235-995**	**$97.75**
19-Row	**235-845**	**$139.95**



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.
235-805 $22.95

Cooling System



WaterWetter

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.

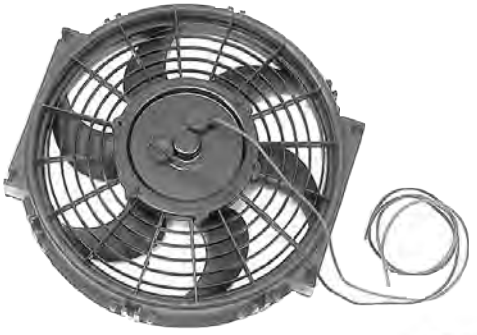
220-115 $20.95

Fan Shroud, 1962-'76



The stock fan pulls air through the radiator in the doughnut shaped area swept by the blades. The rest of the radiator has significant air flow only at speed. With the fan shroud fitted, the fan creates a low pressure area behind the entire radiator core, making it much more efficient. This can make a huge difference when you are stuck in traffic or driving at slow speeds. Fits cars from 1962-'76.

459-685 $49.95



Hayden Electric Fans



Keep your engine cool with a high airflow electric fan from Moss. Easy to install, these fans may be set up to run in either "pusher" (in front of the radiator) or "puller" (behind the radiator) configuration. This 10" fan fits all MGBs. 12" and 14" fans fit only 1977-'80 MGBs. Fans come complete with hardware and instructions. The preset temperature control will turn the fan on at 185°F and off at 170°F.

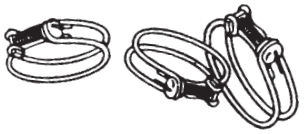
10"	**231-678**	**$154.95**
12"	**231-688**	**$159.95**
14"	**231-658**	**$174.95**

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.

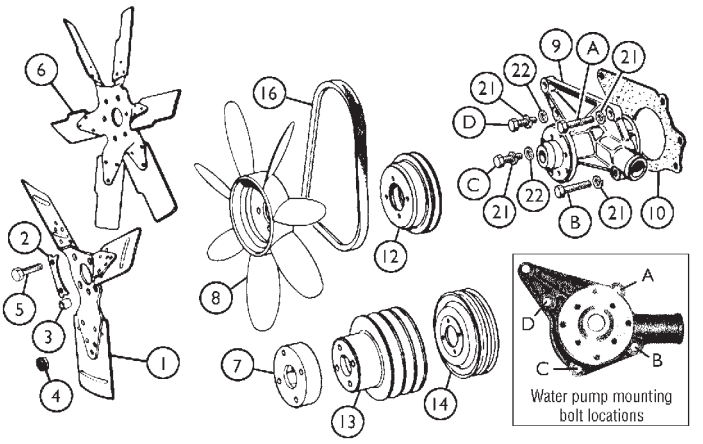
434-135 $15.95



Original-Type Hose Clamps

These wire-type clamps were original equipment on MGs. 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.

7/16" to 9/16"	326-475	$1.65
3/4" to 7/8"	635-100	$1.40
7/8" to 15/16"	635-060	$2.95
1" to 1 1/4"	326-410	$1.95
1 1/4" to 1 7/16"	326-465	$3.15
1 3/8" to 1 9/16"	326-430	$1.95
1 7/16" to 1 5/8"	326-440	$2.45
1 11/16" to 1 7/8"	326-450	$2.35
1 7/8" to 2"	031-724	$2.45
2 1/4" to 2 7/16"	326-230	$2.75
2 13/32" to 2 5/8"	326-460	$3.20



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Fans/Pumps/Pulleys					
1	434-310	$109.95	FAN, 3 blade		1
2	434-380	$0.85	LOCKTAB	RD to (c)138400	2
3	434-370	$1.85	SPACER	GT to (c)139471	4
4	282-830	$0.95	GROMMET	(1962-'67)	4
5	322-247	$0.45	BOLT, fan mounting		4
6	434-330	NA	FAN, 6 blade, metal	RD from (c)138401 to 306256	1
	434-332	$84.95	FAN, 7-blade plastic repl.	GT from (c)139472 to 309325	1
7	771-715	$40.95	SPACER, fan	RD from (c)258001 to 306256 GT from (c)258004 to 309325	1
	434-375	$46.95	SPACER, fan	RD from (c)306257 to 410000	1
8	434-340	$69.95	FAN, 7 blade, plastic	GT from (c)309326 on	1
9	434-000	$64.95	WATER PUMP		1
10	292-010	$1.90	GASKET		1
	322-440	$0.80	BOLT, water pump (A, B)	18G/GA engines, 1962 - '64	2
	191-915	$1.35	BOLT, water pump (C, D)		2
	434-030	$46.95	WATER PUMP	18GB thru GK engines,	1
	292-030	$0.75	GASKET	1965 - '71	1
	322-440	$0.80	BOLT, water pump (A)	1965-'67 (w/out air pump bracket)	1
	052-773	$0.75	BOLT, water pump (A)	1968-'71 (w/air pump bracket)	1
	322-440	$0.80	BOLT, water pump (B)	1965-'71	1
	191-915	$1.35	BOLT, water pump (C)	1965-'71	1
	191-915	$1.35	BOLT, water pump (D)	1965-'67 (w/out air pump bracket)	1
	320-415	$0.75	BOLT, water pump (D)	1968-'71 (w/air pump bracket)	1
	434-035	$46.95	WATER PUMP		1
	292-030	$0.75	GASKET		1
	052-773	$0.75	BOLT, water pump (A)	18V engines, '72 - mid-'74	1
	322-440	$0.80	BOLT, water pump (B)	to (c)367900	1
	191-915	$1.35	BOLT, water pump (C)		1
	320-415	$0.75	BOLT, water pump (D)		1
	434-045	$46.95	WATER PUMP		1
	292-030	$0.75	GASKET		1
	191-915	$1.35	BOLT, water pump (A)	18V engines, '74 1/2 - '80	1
	322-440	$0.80	BOLT, water pump (B)	from (c)367901	1
	322-290	$0.85	BOLT, water pump (C)		1
	191-915	$1.35	BOLT, water pump (D)		1
12	434-300	NA	PULLEY, water pump	18G thru GB engines, '62-'67	1
13	434-290	NA	PULLEY, water pump	18GF thru GK engines, '68-'71	1
14	434-307	NA	PULLEY, water pump	18V engines, 1972 - '74	1
	434-325	NA	PULLEY, water pump	18V engines, 1975 - '80	1
	434-326	NA	PULLEY, water pump, alloy		1
16	460-990	$5.45	BELT, water pump drive	1962-'74	1
	460-970	$4.55	BELT, water pump drive	1975-'80	1
21	365-730	$0.25	LOCKWASHER	all	4
22	365-720	$0.35	WASHER, plain	1968-'80 (with air pump)	2

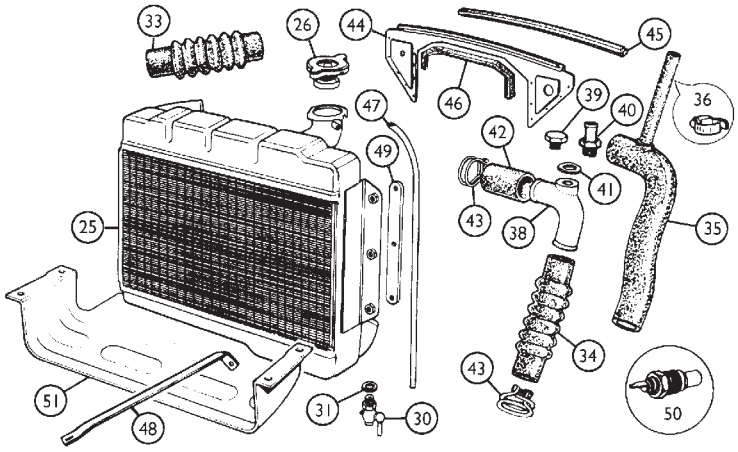


1962-'71 Plastic Replacement Fan

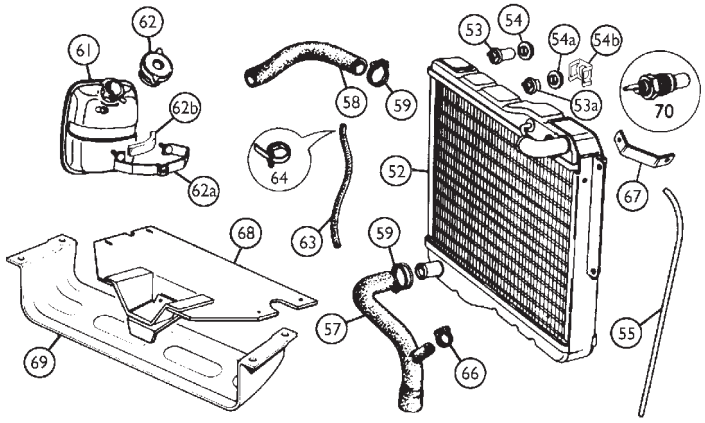
Strong, lightweight plastic became the preferred material for fans in the 1970s. This fan is a perfect reproduction of the factory's plastic replacement for the troublesome early metal fans. Fits 1962-1971.

434-332 $84.95

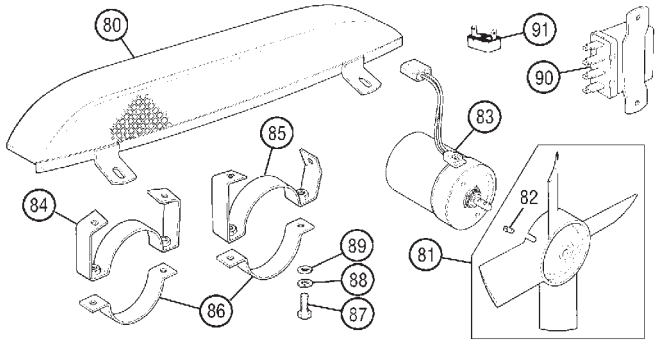
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1976 RD to (c)410000/all GT					
25	456-880	$249.95	RADIATOR, 1962 - '67	RD to (c)138400, GT to (c)1394711	
	459-660	$239.95	RADIATOR, 1968 - '75	RD from (c)138401 to 386000 GT from (c)139472 on	1
	459-660	$239.95	RADIATOR, 1976	RD from (c)386601 to 410000	1
26	834-820	$4.25	CAP, radiator, 7 lbs. 1962 - '67	RD to (c)138400 GT to (c)139471	1
	202-090	$4.95	CAP, radiator, 10 lbs.	RD from (c)138401 to 386000 GT from (c)1394722 on	1
	834-825	$4.25	CAP, radiator, 13 lbs., 1976	RD from (c)386601 to 410000	1
30	460-020	$23.95	TAP, radiator drain		1
31	324-671	$0.85	WASHER, for original tap	RD/GT to (c)410000, thru '76	1
33	470-270	$6.95	HOSE, top	all	1
34	470-270	$6.95	HOSE, bottom, replacement	RD/GT to (c)258000, thru '71	1
	470-275	NA	HOSE, bottom, OEM		1
35	470-310	$13.95	HOSE, for use w/heater	RD from (c)258001 to 368086	1
	470-330	$31.95	HOSE, for use w/o heater	GT from (c)258001 on	1
	470-320	$9.95	HOSE, bottom	RD from (c)368082 to 410000 1975 - '76 (Z-S carb.)	1
36	326-250	$0.90	CLAMP, hose		1
38	470-040	$19.75	PIPE, water pump connector	RD/GT to (c)258000, 1962 - '71	1
39	328-040	$15.95	PLUG, when heater not fitted		1
40	473-080	$10.95	UNION, when heater fitted		1
41	324-660	$0.95	WASHER, when heater not fitted		1
42	434-487	$4.95	HOSE, connector pipe to pump		1
43	326-408	$11.45	CLAMP SET, 6 original type		1
	326-430	$1.95	CLAMP, radiator hose		6/4
44	459-680	$89.95	RADIATOR SUPPORT, BM Heritage (1968-'74 style)		1
45	282-900	$8.95	SEAL, radiator support to hood		1
46	282-905	$3.75	SEAL, radiator to support	RD/GT from (c)138401 to 410000	1
47	470-340	$3.75	TUBE, overflow, 23" long		1
48	459-710	$3.95	SUPPORT BAR, L/H		1
	459-715	$3.95	SUPPORT BAR, R/H		1
49	459-700	$1.45	PACKING		A/R
50	760-180	$7.75	SENDING UNIT, temp. gauge	1968 - '76	1
51	475-245	$59.95	LOWER AIR DUCT PANEL, black ABS	RD 1974.5-'76	1



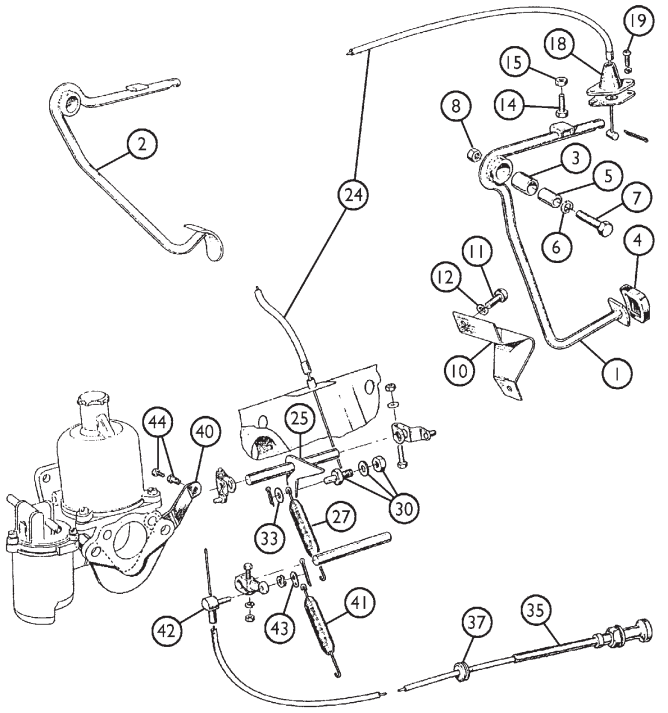
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1977 - 1980 RD from (c)410001 on					
52	459-675	$319.95	RADIATOR, replacement (use late switch, bush & clip)	RD to (c)511290	1
	459-675	$319.95	RADIATOR	RD from (c)511291	1
53	542-215	$21.95	SWITCH, thermo. fan	original radiators: RD to (c)511290	1
54	542-205	$2.45	BUSH, sealing	original radiators: RD to (c)511290	1
53a	542-213	$43.85	SWITCH, thermostatic fan	RD from (c)511291	1
54a	542-203	$2.15	BUSH, sealing	RD from (c)511291	1
54b	542-206	$2.15	CLIP, switch retaining	RD from (c)511291	1
55	470-340	$3.75	OVERFLOW TUBE, 23" long		1
57	470-350	$16.95	HOSE, bottom		1
58	470-360	$5.80	HOSE, top		1
59	326-430	$1.95	CLAMP, hose		4
61	459-690	$97.95	TANK, expansion		1
62	459-695	$4.95	CAP, filler		1
62a	459-691	$26.95	STRAP, expansion tank		1
62b	459-692	$2.95	PAD, rubber		1
63	470-345	$2.75	HOSE, tank to radiator, 13" long		1
64	117-015	$2.95	CLAMP, hose		2
66	326-250	$0.90	CLAMP, hose		1
67	459-720	$5.50	SUPPORT BAR, L/H		1
	459-725	$5.75	SUPPORT BAR, R/H		1
68	458-195	$25.95	MUD SHIELD		1
	458-196	NA	BRACKET SET (pair), mud shield mounting		1
69	475-255	$46.95	LOWER AIR DUCT PANEL, black ABS		1
70	131-565	$7.95	SENDING UNIT, temperature gauge 1977 - '80		1



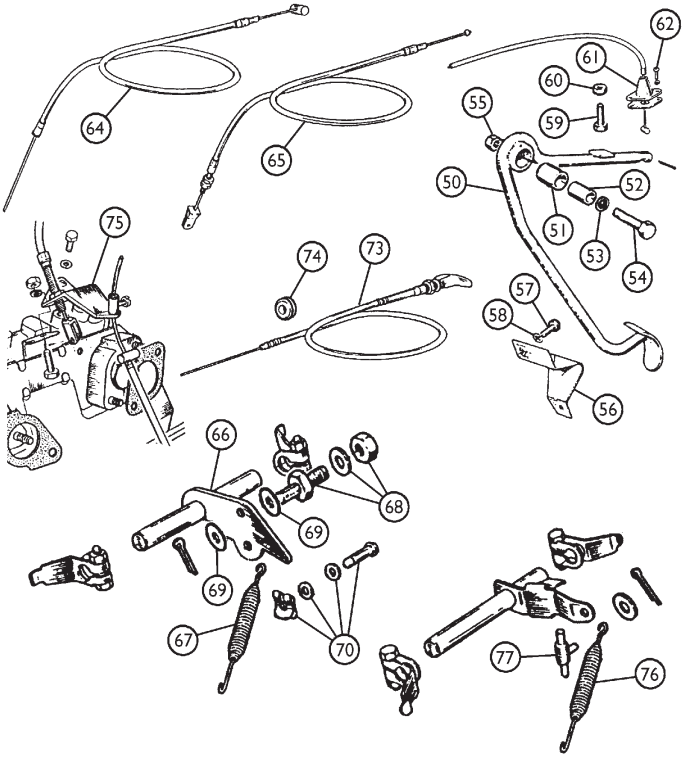
80	434-360	$38.75	GUARD, fan		1
81	434-350	$64.95	FAN BLADE		2
82	434-355	$0.95	SCREW		2
83	542-430	$64.95	FAN MOTOR		2
84	542-435	$29.95	BRACKET, motor mount, R/H		1
85	542-555	$29.95	BRACKET, motor mount, L/H		1
86	542-445	$7.95	CAP, motor brackets		2
87	322-230	$0.35	BOLT		4
88	324-020	$0.25	LOCKWASHER		4
89	324-115	$0.35	WASHER, plain		4
90	542-235	$5.75	RELAY	when fitted	1
91	131-545	$17.95	CIRCUIT BREAKER		1

NOTE: Cars with dealer installed A/C systems were fitted with a US-sourced auxilliary mechanical cooling fan which is no longer availabe.

Engine Controls

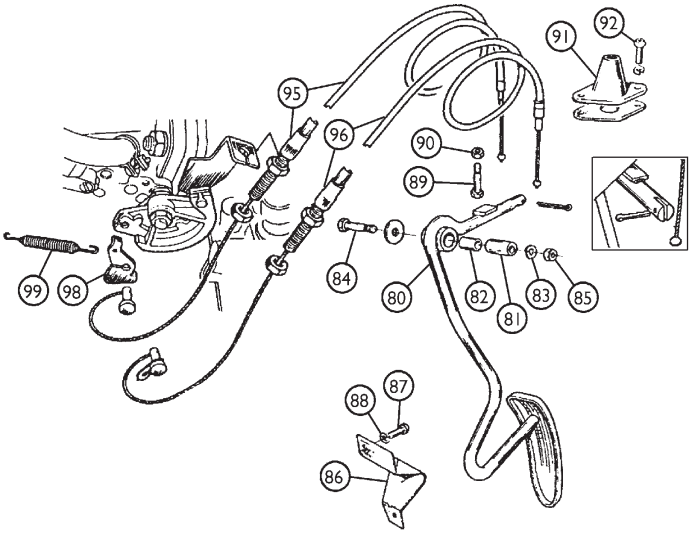


No.	Part No.	Price (each)	Description	Application	Qty. Req.
HS-4 Carburetors, 1962-'71					
1	276-000	NA	PEDAL, accelerator 1962 - '67	RD to (c)138400 GT to (c)139471	1
2	276-010	NA	PEDAL., accelerator 1968 - '71	RD from (c)138401 GT from (c)139472	1
3	276-040	$3.75	BUSHING, pedal shaft		1
4	280-790	$1.85	PAD, pedal, rubber thru 1967	RD to (c)138400 GT to (c)139471	1
	Note: Accelerator pedal pads were not fitted after 1967.				
5	276-045	$1.15	TUBE, distance		1
6	365-730	$0.25	LOCK WASHER		1
7	320-070	$0.95	BOLT		1
8	310-105	$0.40	NUT		1
10	276-050	$29.95	PEDAL STOP, LHD		1
11	322-645	$0.55	BOLT, pedal stop		2
12	324-020	$0.25	LOCK WASHER		2
14	322-247	$0.45	BOLT, return stop		1
15	310-760	$0.50	NUT		1
18	372-060	$4.95	GUIDE, accelerator cable		1
19	322-940	$0.45	SCREW		2
24	331-210	$4.85	ACCELERATOR CABLE 1962 - '67	RD to (c)138400 GT to (c)139471	1
	331-451*	$9.95	ACCELERATOR CABLE* 1968 - '71	RD from (c)138401 GT from (c)139472	1
	* Premium cable with low friction liner. MORE INFO ONLINE				
25	373-770	$25.95	LEVER, accelerator		1
27	370-335	$1.40	SPRING, accelerator return		1
30	375-108	$2.40	CABLE STOP, w/nut		1
33	324-115	$0.35	WASHER		1
35	331-225	$22.95	CHOKE CABLE, round knob (C)	approx.1962-'67	1
	331-240	$18.95	CHOKE CABLE, round knob (fan)	approx.1968-'69	1
	331-480	$26.95	CHOKE CABLE, round knob (fan)	approx. 1970-'71	1
	331-490	$19.95	CHOKE CABLE, T-knob	(replacement)	1
37	281-050	$5.25	GROMMET, choke cable		1
40	372-340	$12.45	BRACKET, choke control		1
41	370-335	$1.40	SPRING, choke return		2
42	276-055	$9.45	ABUTMENT, choke cable		1
44	375-128	$2.45	CABLE STOP		1



No.	Part No.	Price (each)	Description	Application	Qty. Req.
HIF-4 Carburetors, 1972-74					
50	276-010	NA	PEDAL., accelerator 1972 - '74 1/2	RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
	276-020	NA	PEDAL., accelerator 1974 1/2	RD from (c)360301 GT from (c)361001	1
51	276-040	$3.75	BUSHING, pedal shaft		1
52	276-045	$1.15	TUBE, distance		1
53	365-730	$0.25	LOCK WASHER		1
54	320-070	$0.95	BOLT		1
55	310-105	$0.40	NUT		1
56	276-050	$29.95	PEDAL STOP, LHD		1
57	322-645	$0.55	BOLT, pedal stop		2
58	324-020	$0.25	LOCK WASHER		2
59	322-247	$0.45	BOLT, return stop		1
60	310-760	$0.50	NUT		1
61	372-060	$4.95	GUIDE, accelerator cable		1
62	322-940	$0.45	SCREW		2
64	331-451*	$9.95	ACCELERATOR CABLE* 1972 - '74 1/2	RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
	* Premium cable with low friction liner. MORE INFO ONLINE				
65	331-460	$11.95	ACCELERATOR CABLE 1974 1/2	RD from (c)360301 GT from (c)361001	1
66	373-775	$25.95	LEVER, accelerator		1
67	370-335	$1.40	SPRING, lever return		2
68	375-108	$2.40	CABLE STOP, w/nut	RD from (c)258001 to 360300	1
69	324-115	$0.35	WASHER	GT from (c)258004 to 361000	2
70		NA	PIN ASS'Y.	RD from (c)360301 GT from (c)361001	1
73	331-490	$19.95	CHOKE CABLE, T-knob		1
74	281-050	$5.25	GROMMET, choke cable		1
75	372-345	NA	BRACKET, choke & accelerator cables		1
76	370-335	$1.40	SPRING, choke return		1
77	276-060	NA	ABUTMENT, choke cable		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Zenith-Stromberg Carburetor, 1975-'80					
80	276-020	NA	PEDAL, accelerator	RD to (c)410000 1975 - '76	1
	276-030	NA	PEDAL, accelerator	RD from (c)410001 on	1
81	276-040	$3.75	BUSHING, pedal shaft		1
82	276-045	$1.15	TUBE, distance		1
83	365-730	$0.25	LOCK WASHER		1
84	320-070	$0.95	BOLT		1
85	310-105	$0.40	NUT		1
86	276-050	$29.95	PEDAL STOP, LHD	RD to (c)410000, thru '76	1
87	322-645	$0.55	BOLT, pedal stop		2
88	324-020	$0.25	LOCK WASHER		2
89	322-247	$0.45	BOLT, return stop		1
90	310-760	$0.50	NUT		1
91	372-060	$4.95	GUIDE, accelerator cable		1
92	322-940	$0.45	SCREW		2
95	331-465	$16.95	ACCELERATOR CABLE	RD to 428510	1
96	331-476*	$12.95	ACCELERATOR CABLE*	RD from (c)428511 on	1
			* Premium cable with low friction liner. MORE INFO ONLINE		
98	373-780	NA	LEVER, accelerator		1
99	370-325	$3.95	SPRING, lever return	1977-on uses 1	2/1

Manual Choke Conversion Kit

Our high quality conversion kit was designed in England by Zenith-Stromberg engineers, and unlike other kits, leaves your car's factory appearance intact. Easy to install, kits include all necessary mounting hardware and detailed instructions. Fits MGB '75-'80.

386-325 $128.95





"Billet" Pedal Cover Kits

Serious pedal covers for serious drivers. These covers are grooved for traction and feature the bold MG logo. A Moss Motors exclusive, drilling is required as these custom fit covers are bolted to the original pedals to ensure they stay put no matter how hard you drive. Each of the three piece kits has the correct accelerator pedal cover for the model. The two piece set will fit all MGBs.

3 Piece Kit 1968-'74 1/2	190-780	$69.95
3 Piece Kit 1974 1/2-'80	190-785	$69.95
2 Piece Kit (Clutch, Brake)	190-790	$52.95
Dead Pedal 1968-'80	190-795	$76.95

Proper Use of the Manual Choke

The manual choke, fitted in the upper right hand corner of the MGB dashboard, controls two distinct functions of the S.U. carburetors. First, one can feel the accelerator pedal being pulled away from the foot as the choke is pulled out. 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 the MG, always pull the choke completely out (unless the engine is still very warm from recent running). Once the engine has started, the driver must release the choke in small increments as the engine warms. The trick is to release the choke at the proper rate. If released too soon, the engine will cough and spit, especially under acceleration. If released too slowly, the engine will "load up" and run roughly, especially while idling.

By the time the temperature gauge is halfway between cold and normal, the choke can usually 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 for adjustments.

If your choke, throttle or heater cables are hot to the touch or have melted their coverings, your engine may not be grounded properly. Check and clean your grounding strap to prevent the control cables from acting as ground wires.

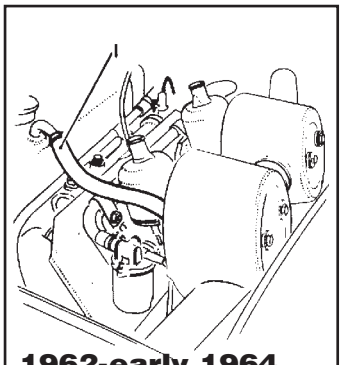
Are You Rebuilding Your Carburetor?

An often overlooked aspect of carburetor rebuilding is the replacement of the throttle shaft bushes in the carburetor bodies. As the throttle shafts and bushes wear, they both become slightly egg-shaped, causing a variable vacuum leak which produces erratic idling of the engine, poor performance and in extreme cases, overheating, "running-on" and possible burned valves due to an excessively lean mixture.

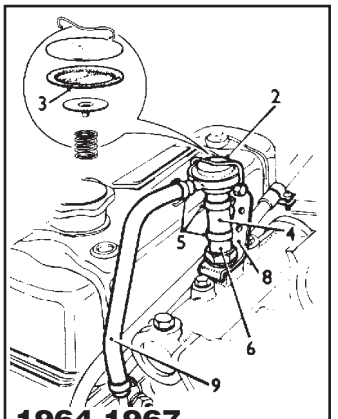
Since most S.U carburetors have bushes cast in the bodies, replacement of the bushes requires machine shop facilities to bore out the old bushes to slightly less than the O.D. of the new bushes, press in new ones and drill and ream them to fit the new throttle shaft, ensuring all the while that the machined bores of the new bushes are in perfect alignment. Bushes are available under part #372-545.

Alternatively, if your throttle shafts are still stock diameter (.310"), it is usually possible to fit special oversize throttle shafts to S.U. carbs. We offer a special reaming tool (part #386-385) to enable owners to fit their own .010" oversize shafts which can save considerable money on machine shop labor.

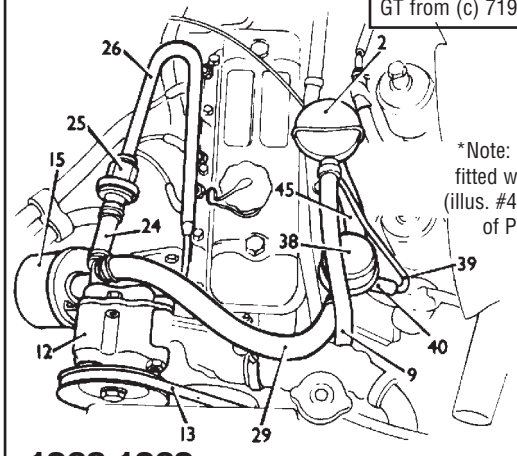
Emission Controls



1962-early 1964
RD to (c) 31020

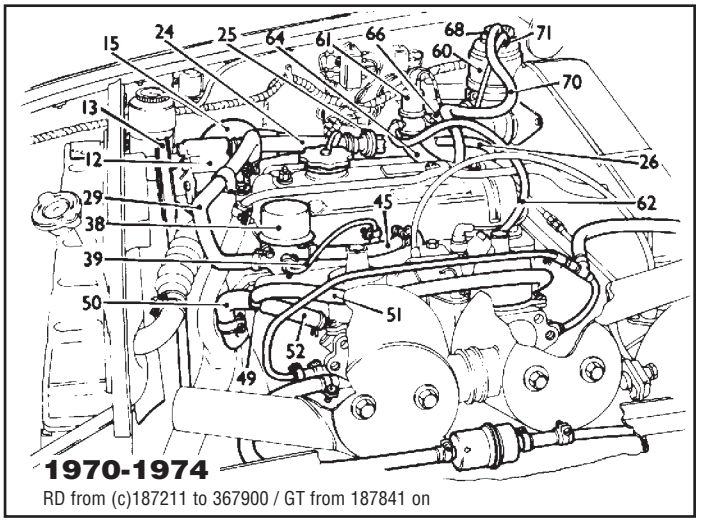


1964-1967
RD from (c) 31201 to 138400
GT from (c) 71933 to 139471



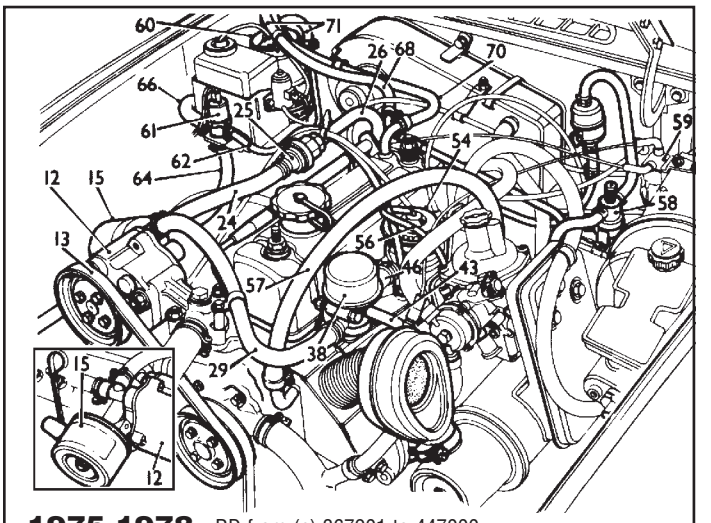
*Note: 18GH engines were fitted with breather system (illus. #49,50,51,52) instead of PVC valve (illus. #2.)

1968-1969
RD from (c) 138401 to 187210*/GT from (c) 139472 to 187840*

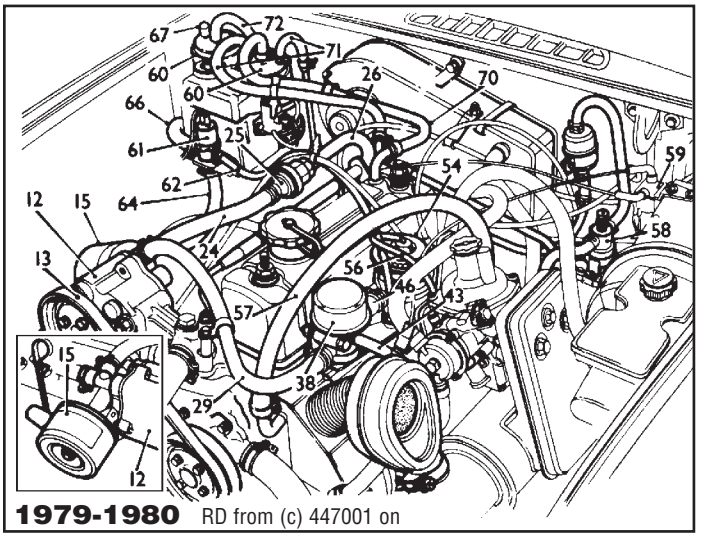


1970-1974
RD from (c)187211 to 367900 / GT from 187841 on

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	367-200	$14.95	HOSE, valve cover to air cleaner	RD only, 18G engine	1
1a	326-210	$1.75	HOSE CLIP		2
2	360-630	$54.95	P.C.V. VALVE	RD/GT 18GA/GB/GF engines	1
3	360-635	$5.95	DIAPHRAGM		1
4	372-460	$2.55	HOSE, breather		1
5	326-250	$0.90	HOSE CLAMP		3
6	372-470	$10.95	ADAPTOR		1
	324-145	$0.55	WASHER		2
8	372-480	NA	BRACKET		1
9	372-450	$7.70	HOSE, valve to oil separator		1
12	360-775	$284.95	AIR PUMP, rebuilt	RD from (c)138401 on	1
	360-778	NA	AIR PUMP, replacement type	GT from (c)139472 on	1



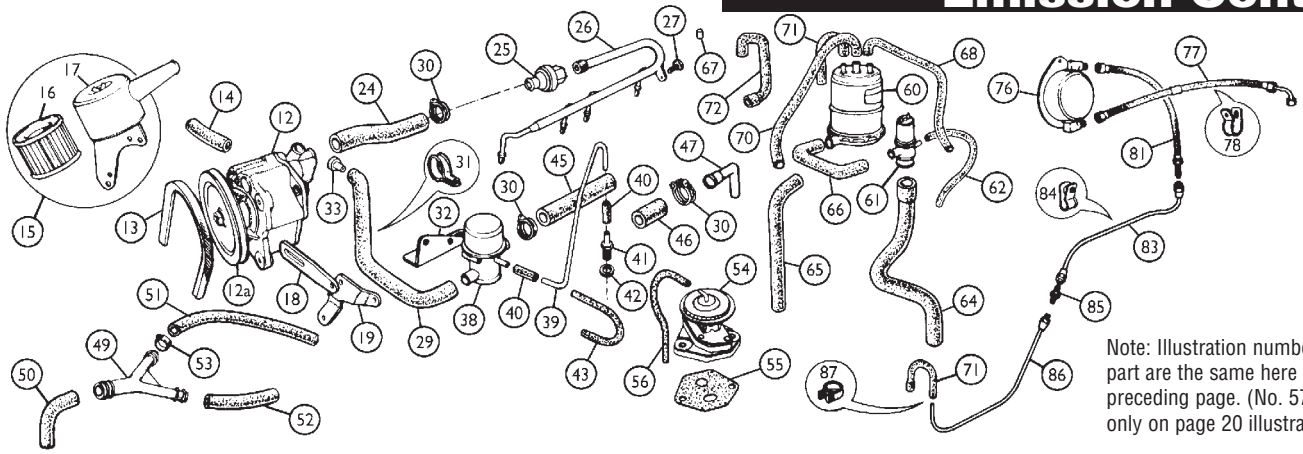
1975-1978 RD from (c) 367901 to 447000



1979-1980 RD from (c) 447001 on

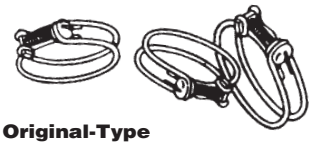
No.	Part No.	Price (each)	Description	Application	Qty. Req.
12a	434-490	$34.95	PULLEY, air pump		1
13	460-980	$3.40	BELT, air pump	RD from (c)138401 to 367900 GT from (c)139472 on	1
	434-400	$5.30	BELT, air pump	RD from (c)367901-on	1
14	360-750	NA	HOSE, filter to air pump	RD from (c)138401 on GT from (c)139472 on	1
15	360-790	NA	AIR CLEANER ASSEMBLY		1
16	950-230	NA	FILTER ELEMENT, "Crosland"		1
	950-730	$6.95	FILTER ELEMENT, various mf'rs.		1
17	360-800	NA	HOUSING, air cleaner		1
18	360-730	NA	LINK, air pump adjusting	RD/GT to (c)367900	1
	360-735	NA	LINK, air pump adjusting	RD from (c)367901 on	1
19	360-740	NA	BRACKET, adjusting link	RD/GT to (c)367900	1
	360-745	NA	BRACKET, adjusting link	RD from (c)367901 on	1
24	367-215	NA	HOSE, air pump to check valve	RD from (c)138401 on GT from (c)139472 on	1
25	379-470	$145.95	CHECK VALVE, orig. mfr.		1
	367-000	$14.45	CHECK VALVE, aftermarket		1
26	360-760	$53.95	MANIFOLD, air injection		1
27	322-880	$0.95	BOLT, air manifold to head		1
29	367-220	NA	HOSE, gulp valve to air pump	RD from (c)138401 to 367900; GT from (c)139472	1
	367-225	NA	HOSE, gulp valve to air pump	RD from (c)367901 on	1
30	326-405	$1.75	HOSE CLAMP		6
31	326-415	$1.25	CLIP, hose to water elbow	RD from (c)138401 on GT from (c)139472 on	1
32	367-010	NA	BRACKET, gulp valve	RD from (c)138401 to 410000 GT from (c)139472 on	1
	367-015	NA	BRACKET, gulp valve	RD from (c)410001 on	1

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Note: Illustration numbers for each part are the same here as on the preceding page. (No. 57 appears only on page 20 illustrations.)

No.	Part No.	Price (each)	Description	Application	Qty. Req.
33	366-025	NA	RESTRICTOR, air pump hose	RD from (c)138401 to 367900 GT from (c)139472 on	1
	367-025	NA	RESTRICTOR, air pump hose	RD from (c)367901 to 410000	1
38	366-010	$74.95	GULP VALVE	RD from (c)138401 on GT from (c)139472 on	1
39	367-030	NA	CONTROL PIPE, gulp valve	RD from (c)138401 to 367900 GT from (c)139472 on	1
40	367-040	NA	CONNECTOR		2
41	367-050	NA	ADAPTOR		1
42	367-055	$0.95	WASHER		2
43	367-060	NA	SIGNAL HOSE, gulp valve	RD from (c)367901 on	1
45	367-230	NA	HOSE, gulp valve to manifold	RD from (c)138401 to 367900 GT from (c)139472 on	1
46	367-240	NA	HOSE, gulp valve to manifold	RD from (c)367901 on	1
47	373-860	NA	ADAPTOR, intake manifold	RD/GT engines 18GH/GI/V with SU carbs.	1
49	367-070	$4.95	"Y" CONNECTOR		1
50	367-250	$9.95	HOSE, oil separator to connector		1
51	367-260	$4.95	HOSE, connector to rear carb.		1
52	367-265	NA	HOSE, connector to front carb.		1
53	262-200	$2.35	HOSE CLAMP		2
54	367-080	$44.95	E.G.R. VALVE, replacement	RD from (c)367901 on ('75 on) (repl. type hose)	1
55	293-420	$3.45	GASKET, E.G.R. valve		1
56	367-090	NA	SIGNAL HOSE, E.G.R. valve		1
57	367-400	$16.50	HOSE, breather, oil separator to carb.		1
58	377-320	NA	VALVE, fuel cut-off	RD from (c)415001 on	1
59	145-740	NA	VALVE, vacuum advance	RD from (c)415001	1
60	367-100	$79.95	CANNISTER, adsorption (2 required from (c)447001 on)	RD from (c)187211 on GT from (c)187841 on	1/2 1
61	367-110	$74.95	VALVE, anti run-on	RD from (c)294251 on GT from (c)296001 on	1
62	367-275	NA	HOSE, run-on valve control	RD from (c)294251 on GT from (c)296001 on	1
64	367-280	NA	HOSE, run-on valve vent	RD from (c)294251 to 386600 GT from (c)296001 on	1
	367-285	NA	HOSE, run-on valve vent	RD from (c)386601 to 415000	1
	367-290	NA	HOSE, run-on valve vent	RD from (c)415001 on	1
65	367-410	NA	TUBE, cannister breather	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
66	367-300	NA	HOSE, run-on valve to cannister	RD from (c)294251 to 360300 GT from (c)296001 to 361000	1
	367-305	NA	HOSE, run-on valve to cannister	RD from (c)360301 on GT from (c)361001 on	1
67	367-105	$0.65	CAP, cannister	RD from (c)447001 on	2
68	361-155	NA	HOSE, cannister to carb.	RD from (c)187211 to 367900 GT from (c)187841 on	1
	361-165	NA	HOSE, cannister to carb.	RD from (c)367901 on	1
70	367-310	NA	HOSE, cannister to valve cover	RD from (c)187211 to 447000 GT from (c)187841 on	1
	367-315	NA	HOSE, cannister to valve cover	RD from (c)447001 on	1
71	367-320	NA	HOSE, vapor pipe to cannister	RD from (c)187211 on GT from (c)187841 on	1
72	367-330	$19.95	HOSE, cannister link	RD from (c)447001 on	1
76	367-120	NA	VAPOR SEPARATOR	RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	367-130	NA	VAPOR SEPARATOR	RD from (c)360301 on GT from (c)361001 on	1
77	367-340	NA	HOSE, vapor separator to gas tank	RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	367-345	NA	HOSE, vapor separator to gas tank	RD from (c)360301 to 410000 GT from (c)361001 on	1
	367-350	NA	HOSE, vapor sep. to gas tank	RD from (c)410001 on	1
78	326-425	$1.25	CLIP, vapor hose		1
81	367-360	NA	HOSE, separator to vapor pipe	RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	367-365	NA	HOSE, separator to vapor pipe	RD from (c)360301 to 410000 GT from (c)361001 on	1
	367-370	NA	HOSE, separator to vapor pipe	RD from (c)410001 on	1
83	367-420	NA	VAPOR PIPE, rear	RD from (c)187211 to 410000 GT from (c)187841 on	1
	367-425	$8.95	VAPOR PIPE, rear	RD from (c)410001 to 415000	1
	367-430	NA	VAPOR PIPE, rear	RD from (c)415001 on	1
84	162-210	$1.25	CLIP, vapor pipe		A/R
85	367-455	NA	CONNECTOR	RD from (c)187211 to 410000 GT from (c)187841 on	1
	311-025	$0.90	NUT	RD from (c)410001 on	1
	324-355	$0.30	LOCK WASHER		1
86	367-445	NA	VAPOR PIPE, front (without end fittings)	RD from (c)187211 to 410000 GT from (c)187841 on	1
	367-430	NA	VAPOR PIPE, front	RD from (c)410001 to 447000	1
	367-450	NA	VAPOR PIPE, front	RD from (c)447001 on	1
87	326-445	$1.90	HOSE CLAMP, vapor hose		1



Original-Type Hose Clamps

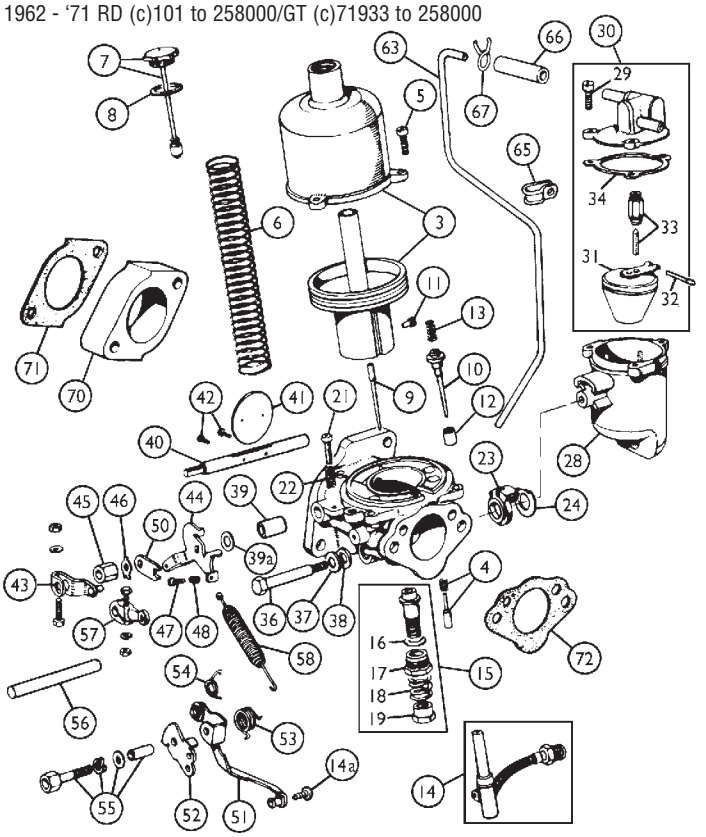
These wire-type clamps were original equipment on MGs. Zinc-plated for long-lasting durability and appearance, they're necessary for a correct restoration. Just measure the outside diameter of your hoses to determine which ones you need.

7/16" to 9/16"	326-475	$1.65
3/4" to 7/8"	635-100	$1.40
7/8" to 15/16"	635-060	$2.95
1" to 1 1/4"	326-410	$1.95
1 1/4" to 1 7/16"	326-465	$3.15
1 3/8" to 1 9/16"	326-430	$1.95
1 7/16" to 1 5/8"	326-440	$2.45
1 11/16" to 1 7/8"	326-450	$2.35
1 7/8" to 2"	031-724	$2.45
2 1/4" to 2 7/16"	326-230	$2.75
2 13/32" to 2 5/8"	326-460	$3.20

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FAX: 805-692-2525 **www.mossmotors.com**
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HS-4 Carburetor

1962 - '71 RD (c)101 to 258000/GT (c)71933 to 258000



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	372-248	$839.95	CARBURETOR PAIR, new (SU) (replaces AUD52, AUD135)	1962 - '67	1
	366-478	$829.95	CARBURETOR PAIR, new (SU) (AUD265)	1968	1
	366-498	$829.95	CARBURETOR PAIR, new (SU) (AUD 326)	1969	1
	366-488	$829.95	CARBURETOR PAIR, new (SU) (replaces AUD326, AUD405 and AUD465)	1970 - '71	1
3	372-250	NA	AIR CHAMBER & PISTON	AUD52/135/265	2
	372-255	$144.95	AIR CHAMBER & PISTON	AUD326/405/465	2
4	375-048	$6.70	PIN & SPRING ASS'Y., w/circlip	AUD52/135/265	2
	375-008	$9.95	PIN & SPRING ASS'Y., w/circlip	AUD326/405/465	2
5	370-290	$0.85	SCREW, chamber cover		6
6	370-520	$4.95	SPRING, piston, red		2
7	370-750	$20.70	CAP & DAMPER		2
8	370-650§*	$0.79	WASHER		2
9	374-260	$19.95	JET NEEDLE, standard (MB)	AUD52	2
	374-270*	$9.95	JET NEEDLE, standard (5)	AUD135	2
	374-170	$18.95	JET NEEDLE, rich (6)	AUD52/135	2
	374-280	$20.95	JET NEEDLE, lean (21)	AUD52/135	2
	374-275*	$13.95	JET NEEDLE, standard (FX)	AUD265	2
10	374-360*	$15.85	JET NEEDLE, standard (AAE)	AUD326/405	2
	374-370*	$15.85	JET NEEDLE, standard (AAL)	AUD465	2
11	370-180	$2.40	SCREW, needle locking	AUD52/135/265	2
	373-540	$1.45	SCREW, needle locking	AUD326/405/465	2
12	374-395	$6.40	GUIDE, jet needle	AUD326/405/465	2
13	373-365	$1.20	SPRING, jet needle	AUD326/405/465	2
14	378-430§*	$24.95	JET, front carburetor	(green band)	1
	378-440§*	$22.95	JET, rear carburetor	(pink band)	1
14a	372-950	$0.45	SCREW, jet to link		2
15	372-265	$19.95	JET BEARING KIT	AUD52/135	2
	372-275	$25.95	JET BEARING KIT	AUD265	2
	372-285	$25.95	JET BEARING KIT	AUD326/405/465	2
16	372-270*	$1.00	WASHER, jet bearing	AUD52/135	2
17	371-650	$8.60	NUT, jet locking		2
18	370-210	$2.25	SPRING, jet locking		2
19	372-280	$1.75	NUT, jet adjusting		2
21	372-830	$4.15	SCREW, slow idle adjusting		2
22	370-330	$1.10	SPRING, idle screw		2
23	378-085*	$8.95	ADAPTOR, front		1
	378-090*	$8.95	ADAPTOR, rear		1
24	372-290	$3.15	WASHER, for adaptor		2
28	371-730	$59.95	FLOAT CHAMBER		2
29	370-290	$0.85	SCREW, float lid		6
30	372-308	$59.95	LID ASSEMBLY, front float chamber	AUD52/135/265/326	1
	372-318	$59.95	LID ASSEMBLY, rear float chamber	AUD52/135/265/326	1
	372-305	NA	LID ASSEMBLY, front float chamber	AUD405/465	1
	372-315	$59.95	LID ASSEMBLY, rear float chamber	AUD405/465	1
31	378-470	$10.75	FLOAT		2
32	370-060*	$0.90	PIN, float hinge		2
33	373-625§*	$11.25	NEEDLE & SEAT, Viton tip (SU)		2
	373-626	$12.95	NEEDLE & SEAT, Viton tip, aftermarket		2
	386-390	$10.95	GROSE-JET, superior replacement for std. needle & seat		2
34	378-360§*†	$1.85	GASKET, chamber lid (not included with new lids)		2
36	372-760	$3.95	BOLT, float chamber fixing		2
37	372-770	$0.50	WASHER, steel		2
38	378-070*	$2.95	WASHER, rubber		2
39	372-545§	$2.95	BUSH, for throttle shaft, see tech tip on page 19		4
39a	372-820	$0.95	WASHER on throttle shaft		2
40	372-540§	$23.95	THROTTLE SHAFT, standard		2
	372-550	$23.95	THROTTLE SHAFT, oversize		2
41	370-370§	$25.95	THROTTLE DISC	AUD52/135	2
	373-675	$23.75	THROTTLE DISC, w/valve	AUD265/326/405/465	2
42	370-090§	$1.85	SCREW, throttle disc		4
43	371-860	$3.95	LEVER & PIN, front		2
	371-850	$3.95	LEVER & PIN, rear		2
44	373-385	$59.95	THROTTLE LEVER, front		1
	373-390	$21.75	THROTTLE LEVER, rear		1
45	310-970	$3.85	NUT, throttle lever		2
46	373-695§	$0.90	TAB WASHER		2
47	372-830	$4.15	SCREW, fast idle		2
48	370-330	$1.10	SPRING, fast idle screw		2
50	372-840	$13.95	LEVER, lost motion		2
51	372-865	$15.25	LEVER & LINK ASSEMBLY, front	AUD52/135/265	1
	372-880	$15.25	LEVER & LINK ASSEMBLY, rear	AUD52/135/265	1
	372-865	$15.25	LEVER & LINK ASSEMBLY, front	AUD326/405/465	1
	372-885	$16.75	LEVER & LINK ASSEMBLY, rear	AUD326/405/465	1
52	373-400	$10.95	CAM, fast idle, front		1
	373-405	$10.95	CAM, fast idle, rear		1
53	372-910	$2.05	SPRING, lost motion lever, front		1
	372-920	$5.95	SPRING, lost motion lever, rear		1
54	372-930	$3.95	SPRING, fast idle cam, front		1
	372-940	$2.75	SPRING, fast idle cam, rear		1
55	373-410	$18.95	PIVOT BOLT KIT		2
56	370-865	$6.45	ROD, connecting, choke		1
57	370-110	$10.95	CHOKE LEVER		1
	372-170	$0.95	BOLT for lever		1
	324-110	$0.25	LOCKWASHER on bolt		1
	311-030	$0.35	NUT on bolt		1
58	370-335	$1.40	SPRING, throttle & choke return		3
63	366-500	NA	PIPE, overflow, front	RD to (c)187210	1
	366-510	NA	PIPE, overflow, rear	GT to (c)187840	1
	366-520	NA	PIPE, overflow, front	RD from (c)187211 to 258000	1
	366-530	NA	PIPE, overflow, rear	GT from (c)187841 to 258000	1
65	366-545	$2.80	CLIP, overflow, pipe	RD/GT to (c)258000	1
66	366-550	$1.45	CONNECTOR, overflow pipe		2
67	326-445	$1.90	CLAMP		4
70	372-320	$17.95	INSULATOR		2

Rebuild Kits/Gaskets Sets

	375-548§	$132.95	MASTER REBUILD KIT, for 2 carburetors (SU)	1
	375-338*•	$128.95	REBUILD KIT, for 2 carburetors (SU)	AUD52/135, 1963 - '67	1
	375-348*	$133.95	REBUILD KIT, for 2 carburetors (SU)	AUD265, 1968	1
	375-358*	$142.95	REBUILD KIT, for 2 carburetors (SU)	AUD326/405, 1969 - '70	1
	375-368*	$142.95	REBUILD KIT, for 2 carburetors (SU)	AUD465, 1971	1
	698-108†	$10.95	CARBURETOR GASKET SET		1
71	294-710*†	$0.90	GASKET, carb. mounting	(4 in Rebuild Kits)	6
72	294-800* †	$0.75	GASKET, filter to carb.		2

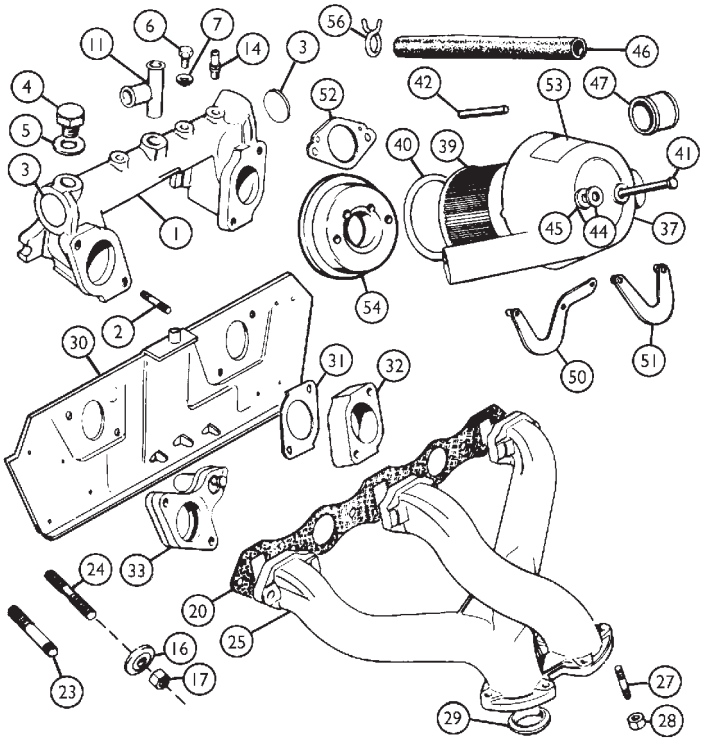
§ Note: "Master rebuild kits" include all items marked §. They are produced exclusively by S.U., and contain only genuine S.U. components. Metering needles are not included, however, so that you may choose the exact needle you require.

***** Note: "Rebuild kits" (genuine SU) include all items marked *.

† Note: Gasket sets include all items marked †.

• Note: This kit includes metering needle "5", which is an improvement over metering needle "MB" originally fitted to carbs. AUD52.

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Manifolds / Air Cleaners (HS-4 Carburetors)					
1	373-800	NA	INLET MANIFOLD	18G engines	1
	373-805	NA	INLET MANIFOLD	18GA/GB engines	1
	373-820	NA	INLET MANIFOLD	18GF engines	1
	373-820	NA	INLET MANIFOLD	18GG thru GK engines	1
2	328-745	$1.30	STUD, carburetor. to manifold		4
3	319-095	$1.65	END PLUG		2
4	379-362	$8.35	PLUG		2/1
5	324-065	$0.55	WASHER		2/1
6	328-305	$1.95	PLUG		2/1
7	328-335	$1.25	WASHER		2/1
11	373-850	NA	ADAPTOR	18GF engines	1
14	373-855	NA	RESTRICTOR, o/d vacuum	overdrive models	1
16	460-090	$1.95	WASHER, manifold mounting		4
17	311-540	$0.65	NUT, manifold, brass		6
20	297-535	$7.75	GASKET, manifold		1
23	328-900	$1.25	STUD, head to manifold, short, outer		2
24	328-910	$1.15	STUD, head to manifold, long, inner		4
25	373-830	NA	EXHAUST MANIFOLD		1
	328-718	$9.45	STUD & NUT SET, exhaust manifold		1
27	328-765	$0.95	STUD, exhaust flange		6
28	311-540	$0.65	NUT, brass		6
29	290-510	$1.45	GASKET, exhaust flange		2
30	451-005	$63.95	HEAT SHIELD		1

Carburetor heat shields are important to your MGB, but often missing. Heat shields with insulation pads intact insulate the carb float bowls from heat and prevent vapor lock. Our heat shields are stamped exactly as original and are zinc-plated as original. Our one concession to your health and the environment is that we now use non-asbestos riveted-on heat insulating material.

31	294-710	$0.90	GASKET, carburetor		6
32	372-320	$17.95	SPACER	w/o induction heater	2
	372-325	NA	SPACER	w/induction heater	2
33	373-760	NA	INDUCTION HEATER	as fitted - cold climates	2
37	372-360	NA	AIR CLEANER ASS'Y., front		1
	372-350	NA	AIR CLEANER ASS'Y., rear		1
39	950-700	$7.95	ELEMENT, "Classic Gold" brand		2
	950-200	NA	ELEMENT, "Crosland" brand	(not incl. in ass'y.)	2
	372-395	$42.95	ELEMENT, "K & N" brand	(not incl. in ass'y.)	2
40	372-420	$1.95	SEAL, rubber		2
41	322-150	$1.45	BOLT, fine thread		4
42	328-315	$4.75	SPACER		4
44	324-155	$0.50	WASHER		4
45	372-370	$1.45	GROMMET		4

No.	Part No.	Price (each)	Description	Application	Qty. Req.
46	367-200	$14.95	HOSE, valve cover to cleaner	18G engines	1
47	372-440	$1.85	SEAL, air cleaner coupling		1
50	372-340	$12.45	BRACKET, front air cleaner		1
51	372-330	$9.95	BRACKET, rear air cleaner		1
52	294-800	$0.75	GASKET		2
53	215-615	$2.85	DECAL, "Coopers Filter"		2
54	372-380	$36.95	ALLOY BACK PLATE ADAPTOR	HS4 stock carbs	2
	372-385*	NA	ALLOY BACK PLATE ADAPTOR	HS6 carb conversion	2
	*These alloy adaptors will allow stock air cleaners to be used with the 1 3/4" S.U. carb conversion on 1963-'74 (chrome-bumpered) MGBs.				
56	326-210	$1.75	CLIP, breather hose	18G engine	2

Identifying your S.U. Carburetors, 1962 - '74

1962 - '71 MGBs used variations of the HS-4 carburetor. These variations are noted by the specification number, which is stamped on a triangular tag on the float bowl covers. "F" and "R" suffixes are used to denote "front" and "rear", respectively.

				New Carb. Pairs
Straight Needle	1962 - '64	AUD52	HS-4	372-248
	1965 - '67	AUD135	HS-4	372-248
	1968	AUD265	HS-4	366-478
Biased Needle	1969	AUD326	HS-4	366-498
	1970	AUD405	HS-4	366-488
	1971	AUD465	HS-4	366-488



New SU Carburetors

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 abuse they'll never look or perform as well as new ones.

372-248	MGB 1962-'67 HS4 Carb Set	$839.95
366-478	MGB 1968 HS4 Carb Set	$829.95
366-498	MGB 1969 HS4 Carb Set	$829.95
366-488	MGB 1970-'71 HS4 Carb Set	$829.95

SU tools are shown on page 25.



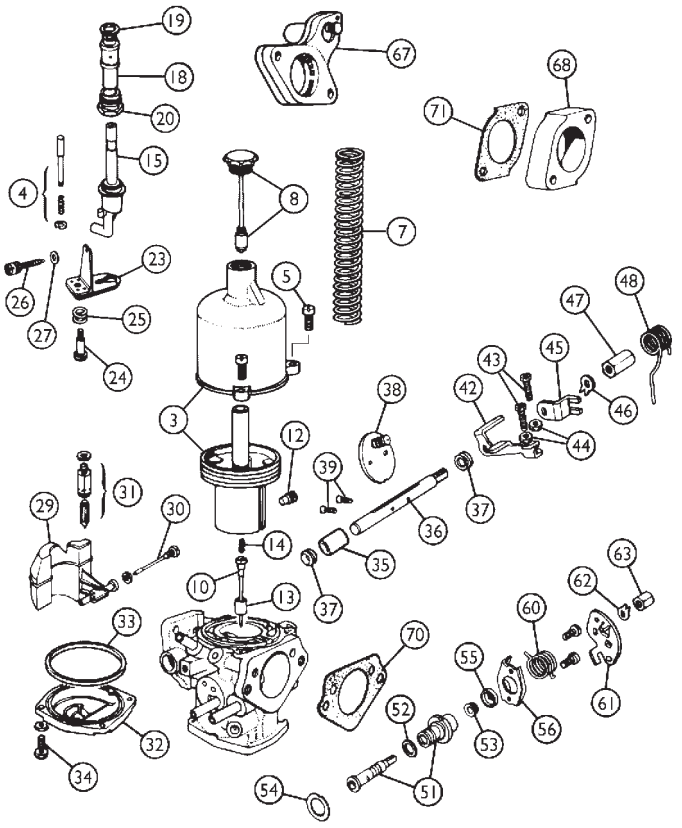
S.U. Carburetor Dashpot Oil

Finally take all the guesswork out of what type of oil to use in your dashpots. Specially formulated for all SU and Zenith-Stromberg carburetors, this oil ensures the correct piston movement so critical for correct fuel mixture and optimum performance. You don't have to use engine oil any more. 125ml. supply should last a long time.

220-225 $8.25

HIF-4 Carburetor

1972 - '74 RD (c)258001 to 367900/GT (c)258001 to 367803



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	366-628	NA	CARBURETOR PAIR, new Ⓢ (replaces AUD493, AUD550 and AUD630)	1972 - '74	1
3	373-520	NA	AIR CHAMBER & PISTON	AUD493/550	2
	373-525	NA	AIR CHAMBER & PISTON	AUD630	2
4	373-530	$6.25	PIN & SPRING ASSEMBLY		2
5	370-290	$0.85	SCREW, chamber to body		6
7	370-520	$4.95	SPRING, piston, red		2
8	370-750	$20.70	CAP & DAMPER	AUD493/550	2
	370-755	$23.95	CAP & DAMPER	AUD630	2
10	374-380*	$15.85	JET NEEDLE, standard (AAU)	AUD493	2
	374-390*	$15.85	JET NEEDLE, standard (ABD)	AUD550/630	2
12	373-540	$1.45	SCREW, needle locking		2
13	374-385	NA	GUIDE, jet needle	AUD493/550	2
	374-395	$6.40	GUIDE, jet needle	AUD630	2
14	373-365	$1.20	SPRING, jet needle		2
15	374-550§*	$22.95	JET, front		1
	374-555§*	$22.95	JET, rear		1
18	373-570	$11.50	JET BEARING		2
19	373-575§*†	$1.70	WASHER, jet bearing		2
20	373-580	NA	NUT, jet locking		2
23	373-590	$34.75	TEMPERATURE COMPENSATOR		2
24	373-595	$3.50	SCREW, adjusting		2
25	373-600	$1.10	SPRING		2
26	373-585	$3.45	SCREW, mixture adjusting		2
27	373-605§*†	$1.45	SEALING RING		2
29	373-610	$22.95	FLOAT, front		1
	373-615	$22.95	FLOAT, rear		1
30	373-620	$8.90	SPINDLE, float		2
31	373-625§*	$11.25	NEEDLE & SEAT, Viton tip Ⓢ		2
	373-626	$12.95	NEEDLE & SEAT, Viton tip, aftermarket		2
	386-340	$11.75	GROSE-JET, superior relacement for std. needle & seat		2
32	373-630	$19.75	COVER, float chamber		2
33	373-635§*†	$2.40	SEAL, float chamber		2
34	373-640	$0.95	SCREW, cover to body		8
35	372-545§	$2.95	BUSH, throttle shaft, see tech tip on page 19.		4
36	373-650§	$23.95	THROTTLE SHAFT, standard		2
	373-655	$23.95	THROTTLE SHAFT, oversize		2
37	373-720§*†	$1.85	SEAL, throttle shaft		4
38	373-670	$18.95	THROTTLE DISC, w/notch	AUD493	2
	373-675§	$23.75	THROTTLE DISC, w/o notch	AUD550/630	2
39	370-090§	$1.85	SCREW, throttle disc		4
42	373-680	$7.25	LEVER, throttle return, front carb.		1
	373-685	$9.25	LEVER, throttle return, rear carb.		1
43	372-830	$4.15	SCREW, slow & fast idle		4
44	365-630	$0.45	JAM NUT, idle screws		4
45	373-690	$14.95	LEVER, lost motion		2
46	373-695§*	$0.90	TAB WASHER		2
47	373-665	NA	NUT, throttle shaft		2
48	373-700	$12.25	SPRING, throttle lever, front carb.		1
	373-705	$3.40	SPRING, throttle lever, rear carb.		1
51	373-710	$50.95	STARTER VALVE		2
52	373-715§*†	$0.60	SEAL, starter valve		2
53	373-720§*†	$1.85	SEAL, starter valve		2
54	373-725§*†	$0.75	GASKET, starter valve		2
55	373-730	NA	SPRING SUPPORT		2
56	373-735	$21.95	CLAMPING PLATE, front		1
	373-740	$2.00	CLAMPING PLATE, rear		1
60	373-745	$3.75	SPRING, cam return, front		1
	373-105	$1.80	SPRING, cam return, rear		1
61	373-750	NA	CAM LEVER, front		1
	373-755	NA	CAM LEVER, rear		1
62	373-695§	$0.90	TAB WASHER		2
63	310-970	$3.85	NUT		2
67	373-760	NA	INDUCTION HEATER	cold weather climates	2
68	372-320	$17.95	INSULATOR	w/o induction heater	2
	372-325	NA	INSULATOR	w/induction heater	2

Rebuild Kits/Gasket Sets

	375-558§	$153.95	MASTER REBUILD KIT, for 2 carbs. Ⓢ		1
	375-378*	$144.95	REBUILD KIT, for 2 carburetors Ⓢ	AUD493	1
	375-398*	$148.95	REBUILD KIT, for 2 carburetors Ⓢ	AUD550/630	1
	294-808†	$38.95	CARBURETOR GASKET SET		1
70	294-800§*†	$0.75	GASKET, filter to carb.		2
71	294-710§*†	$0.90	GASKET, carb. mounting	(kits include 2)	6

§ Note: "Master rebuild kits" include all items marked §. They are produced exclusively by S.U., and contain only genuine S.U. components. Metering needles are not included, however, so that you may choose the exact needle to suit your specific requirements.

***** Note: Rebuild kits (genuine SU) include all items marked *.

† Note: Gasket sets include all items marked †.

Note: Fuel lines are on pages 30-31.

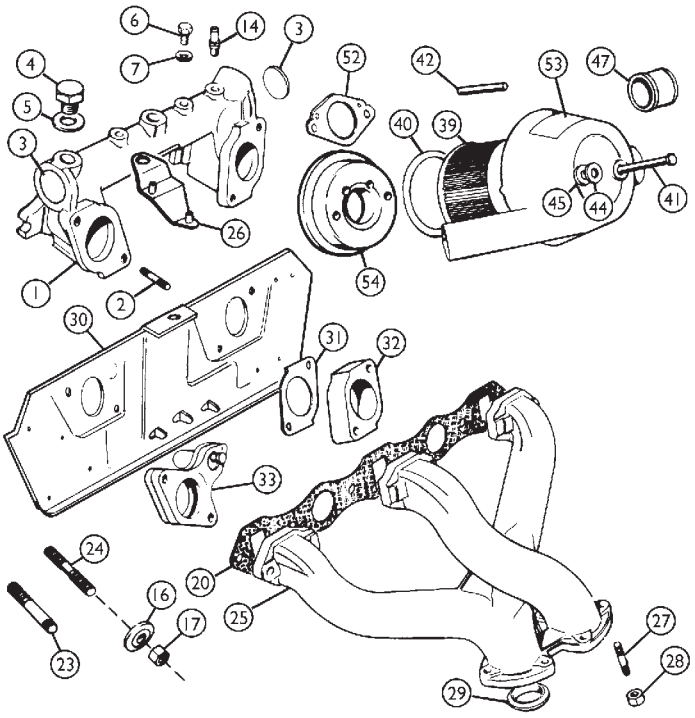
Important note:
HIF carburetor floats and jets are handed, and must be installed with this fact in mind.

Identifying your S.U. Carburetors, 1972 - '74

From 1972 - '74, the HIF-4 carburetor was used. These are identified by specification numbers stamped on small rectangular tags under one of the air chamber mounting screws.

			New Carb Pair
1972	AUD493	HIF-4	366-628
1973	AUD550	HIF-4	
1974	AUD630	HIF-4	

moss
MOSS MOTORS, LTD.
TOLL-FREE ORDERS 1-800-667-7872



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Manifolds / Air Cleaners (HIF-4 Carburetors)					
1	373-825	NA	INLET MANIFOLD		1
2	328-745	$1.30	STUD, carburetor. to manifold		4
3	319-095	$1.65	END PLUG		2
4	379-362	$8.35	PLUG		2/1
5	324-065	$0.55	WASHER		2/1
6	328-305	$1.95	PLUG		2/1
7	328-335	$1.25	WASHER		2/1
14	373-855	NA	RESTRICTOR, o/d vacuum	overdrive models	1
16	460-090	$1.95	WASHER, manifold mounting		4
17	311-540	$0.65	NUT, manifold, brass		6
20	297-535	$7.75	GASKET, manifold		1
23	328-900	$1.25	STUD, head to manifold, short, outer		2
24	328-910	$1.15	STUD, head to manifold, long, inner		4
25	373-835	NA	EXHAUST MANIFOLD		1
26	372-345	NA	BRACKET, accelerator, choke		1
	328-718	$9.45	STUD & NUT SET, exhaust manifold		1
27	328-765	$0.95	STUD, exhaust flange		6
28	311-540	$0.65	NUT, brass		6
29	290-510	$1.45	GASKET, exhaust flange		2
30	451-015	$77.95	HEAT SHIELD		1

Carburetor heat shields provide an important function in your MGB, but are sometimes missing. Heat shields with riveted-on heat insulation pads intact insulate the carb float bowls from exhaust manifold heat and prevent vapor lock. Our heat shields are stamped exactly as original and are zinc-plated for factory-original appearance. Our one concession to your health and the environment is that we now use non-asbestos riveted-on heat insulating material.

31	294-710	$0.90	GASKET, carburetor		6
32	372-320	$17.95	SPACER	w/o induction heater	2
	372-325	NA	SPACER	w/induction heater	2
33	373-760	NA	INDUCTION HEATER	as fitted - cold climates	2
39	950-200	NA	ELEMENT, "Crosland" brand		2
	950-700	$7.95	ELEMENT, "Classic Gold" brand		2
	372-395	$42.95	ELEMENT, K & N replacement		1
40	372-420	$1.95	SEAL, rubber		2
41	322-175	$1.25	BOLT, coarse thread		4
42	328-315	$4.75	SPACER		4
44	324-155	$0.50	WASHER		4
45	372-370	$1.45	GROMMET		4
47	372-440	$1.85	SEAL, air cleaner coupling		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
52	294-800	$0.75	GASKET		2
53	215-615	$2.85	DECAL, "Coopers Filter"		2
54	372-380	$36.95	ALLOY BACK PLATE ADAPTOR	HIF4 stock carbs	2
	372-385*	NA	ALLOY BACK PLATE ADAPTOR	HS6 carb conversion	2

*These alloy adaptors will allow stock air cleaners to be used with the 1 3/4" S.U. carb conversion on 1963-'74 (chrome-bumpered) MGBs.



S.U. Carburetor Dashpot Oil

Finally take all the guesswork out of what type of oil to use in your dashpots. Specially formulated for all SU and Zenith-Stromberg carburetors, this oil ensures the correct piston movement so critical for correct fuel mixture and optimum performance. 125ml. supply should last a long time.

220-225 $8.25



SU Tool Kit

An assortment of handy tools for the home mechanic, in a vinly pouch, including a jet wrench (5/15W for original carbs). Instructions included. Suitable for all cars with SU carbs.

386-300 SU Tool Kit $23.95



SU Jet Wrenches

Mixture adjustments on SU carbs (except HIF type) are much easier with the proper tool. 5/16 Whitworth size for original carbs., 17mm for new replacement SUs.

386-400 Jet Wrench, 5/16 W $2.40
386-401 Jet Wrench, 17mm $5.15



Carburetor Synchronizer

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic.

386-200 Synch Tool $28.95



SU Jet Centering Tool

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

386-500 Jet tool $31.95



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.

DVD 211-036 $49.95



SU Tuning Tips & Techniques

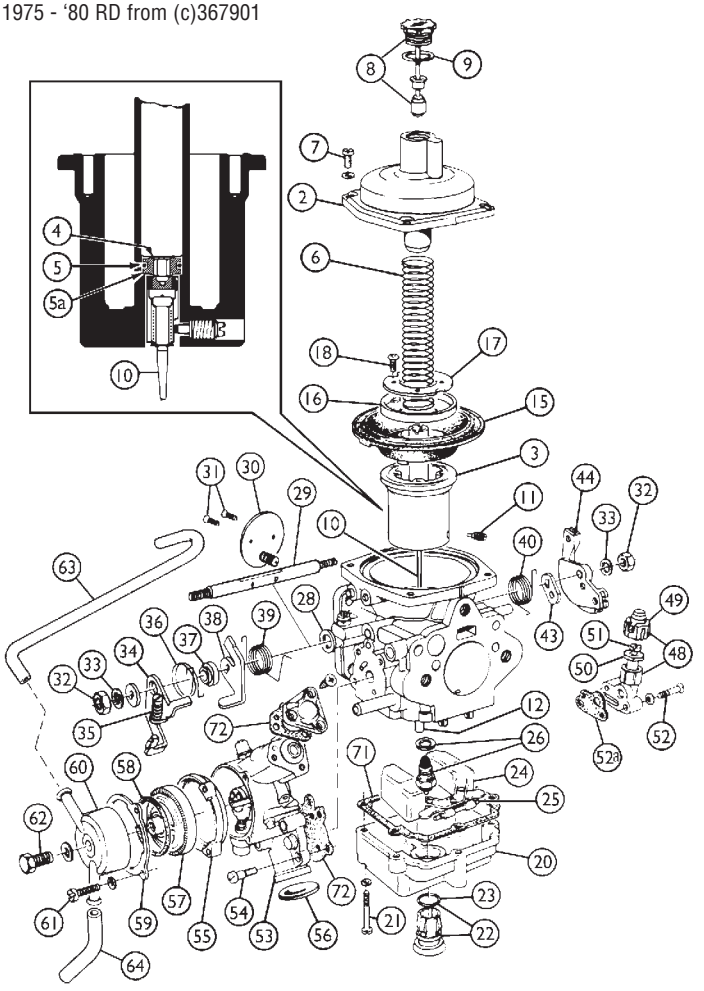
by G. R. Wade

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 $24.95

Zenith-Stromberg Carb.

1975 - '80 RD from (c)367901



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	366-015	NA	CARBURETOR ASSEMBLY	1975 - '76, except CA carb. # C3824	1
	366-005	NA	CARBURETOR ASSEMBLY	1975 - '76, CA only carb. # C3766	1
	366-000	NA	CARBURETOR ASSEMBLY	1977 - '80, all U.S. carb. # C3851	1

These Zenith-Stromberg carburetors should always have their final idle speed adjustment made while someone depresses the clutch pedal.

2	366-260	NA	COVER, air chamber		1
3	366-270	NA	PISTON		1
4	365-395	$0.95	RETAINING CLIP		1
5	365-420	$0.95	O-RING		1
5a	365-425	$7.50	SCREW, needle adjusting		1
6	365-780	$8.45	SPRING		1
7	365-380	$1.95	SCREW, cover to body		4
8	366-030	$30.95	CAP & DAMPER		1
9	366-280	$0.50	WASHER		1
10	374-410	$26.95	METERING NEEDLE, 45G	#C3824	1
	374-400	$26.95	METERING NEEDLE, 45H	#C3766, C3851	1
	374-420	$26.95	METERING NEEDLE, 45M	high altitude condition, lean	1
11	366-035	$4.85	SCREW, needle locking		1
12	366-105	$27.25	JET (professional installation advised)		1
15	366-040*	$2.90	DIAPHRAGM		1
16	366-045	$12.85	SEALING RING, diaphragm		1
17	366-050	$2.95	RETAINER, diaphragm		1
18	366-290	$1.75	SCREW, retainer		4
20	366-060	NA	FLOAT CHAMBER		1
21	366-065	$2.90	SCREW, float chamber, long	C3824, C3766	4
	366-305	$1.25	SCREW, float chamber, short	C3824, C3766	2
	366-295	$0.90	SCREW, float chamber	C3851	6
22	366-070	$9.95	PLUG & SEAL, float chamber	as fitted	1
23	365-470*	$0.65	SEAL, O-ring	as fitted	1
24	365-506	$19.95	FLOAT, upgraded ethanol-proof "Nitrophyl"		1
	365-505	$24.95	FLOAT, original type		1
25	366-080	$4.50	PIN, float hinge		1
26	366-090*	$27.90	NEEDLE VALVE		1
	386-350	$11.75	GROSE-JET, superior replacement for std. needle & seat		1
28	696-027	$7.95	SEAL & CUP, throttle shaft		1
29	366-100	$16.75	THROTTLE SHAFT		1
30	366-110	$77.95	THROTTLE DISC		1
31	366-685	$2.25	SCREW, throttle shaft		2
32	366-115	NA	NUT, throttle shaft		2
33	366-120	NA	LOCK WASHER		2
34	366-125	NA	LEVER, fast idle		1
35	366-130	$7.95	SCREW, idle adjusting		1
36	366-135	NA	SPRING, fast idle lever		1
37	366-140	$5.95	BUSHING		1
38	366-145	$3.00	THROTTLE STOP		1
39*	366-150	$18.25	RETURN SPRING	(all)	1
40	366-840	$6.25	RETURN SPRING, rear	C3851 only	1
43	366-155	NA	LINK ARM		1
44	366-160	$65.25	LEVER		1
48	366-165	$42.50	VALVE ASS'Y., air regulator		1
49	366-245	$8.45	COVER, valve		1
50	366-215	$12.95	VALVE BODY, idle mixture adjustment		1
	366-275	$2.95	"O" RING on valve body		1
51	366-220	$14.95	METERING SCREW		1
	366-265	$2.95	"O" RING on metering screw (not included with screw)		1
52	366-310	NA	SCREW		1
52a	*	NA	GASKET, air regulator		1
53	366-170	$309.95	AUTOMATIC CHOKE ASSEMBLY		1
54	366-175	$1.35	SCREW, short		1
	366-185	$1.95	SCREW, long		2
55	366-180	$39.95	INSULATOR		1
56	366-335	$1.35	CORE PLUG		1
57	366-190	$69.95	HEAT MASS ASSEMBLY		1
58	366-320*	NA	SEALING RING		1
59	366-195	$4.90	RETAINING RING		1
60	366-200	$22.75	COVER, heat mass		1
61	366-210	$1.90	SCREW		3
62	366-205	$2.25	BOLT		1
63	367-065	NA	HOSE, cylinder head to choke		1
64	363-285	NA	HOSE, heater pipe to choke		1
	366-250	$45.95	CARBURETOR REBUILD KIT, includes all items marked *		1
	366-230*	$19.95	GASKET SET, carb. body		1
	366-235*	$1.80	GASKET, carburetor to manifold/heater		2
	366-240*	$0.75	GASKET, air cleaner to carburetor		1
71	696-080*	$3.45	GASKET, float chamber		1
72	366-225*	$8.95	GASKET SET, choke ass'y.		1



Zenith-Stromberg Mixture Adjustment Tool

An essential item for owners of 1975 or later MGBs with a single Zenith-Stromberg carburetor.

386-310 $9.95

Zenith-Stromberg Carburetor Dashpot Oil



Finally take all the guesswork out of what type of oil to use in your dashpots. Specially formulated for all SU and Zenith-Stromberg carburetors, this oil ensures the correct piston movement so critical for correct fuel mixture and optimum performance. You don't have to use engine oil any more. 125ml. supply should last a long time.

220-225 $8.25

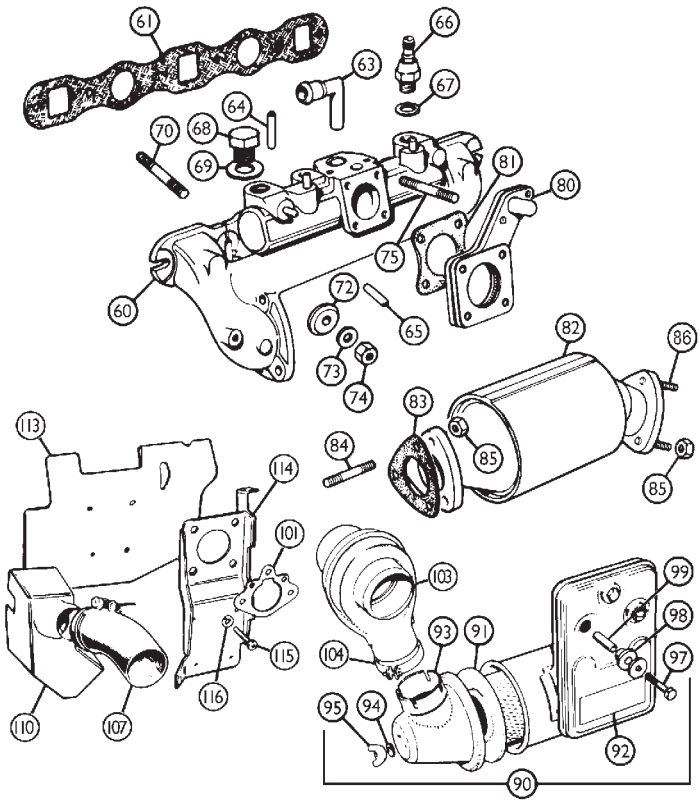


Manual Choke Conversion Kit

Our high quality conversion kit was designed in England by Zenith-Stromberg engineers, and unlike other kits, leaves your car's factory appearance intact. Easy to install, kits include all necessary mounting hardware and detailed instructions. Fits MGB '75-'80.

386-325 $128.95

moss MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Manifolds / Air Cleaners (Zenith-Stromberg Carburetor)					
60	373-840	NA	MANIFOLD, inlet & exhaust		1
61	297-535	$7.75	GASKET, manifold		1
63	373-860	NA	ADAPTOR, gulp valve		1
64	373-865	NA	ADAPTOR, anti run-on valve		1
65	373-870	NA	ADAPTOR, signal pipe		2
66	582-996	$22.95	CHECK VALVE, brake servo	} as fitted	1
	373-875	NA	ADAPTOR, brake servo		1
67	373-885	$3.95	WASHER, adaptor/valve		1
68	379-362	$8.35	PLUG		1
69	324-065	$0.55	WASHER		1
70	328-900	$1.25	STUD, manifold		6
72	460-090	$1.95	FIXING WASHER, manifold		6
73	365-720	$0.35	WASHER		6
74	311-540	$0.65	NUT		6
75	328-994	$2.85	STUD, carburetor to manifold		4
80	373-765	NA	INDUCTION HEATER		1
81	366-235	$1.80	GASKET		2
82	444-175	$279.95	CATALYTIC CONVERTER, replacement (not California legal)		1
This economical replacement meets all EPA requirements, but is not legal for California. To prevent gas from leaking onto the very hot catalytic converter on late MGBs with Zenith-Stromberg carburetors, make sure that the three screws holding the automatic choke assembly to the carburetor body are always kept tight.					
83	297-550	$10.95	GASKET		1
84	328-991	$1.95	STUD, manifold to ft. pipe	1975 non-cat. system	3
	328-997	$2.95	STUD, manifold to converter, upper		1
	328-993	$1.95	STUD, manifold to converte, lower		2
85	311-610	$0.95	NUT		6
86	328-991	$1.95	STUD, catalyst to pipe		3
90	373-900	NA	AIR CLEANER ASSEMBLY		1
91	372-465	$58.95	AIR FILTER, "K&N" brand		1
	950-770	$15.95	AIR FILTER, aftermarket		-1
92	215-680	$2.45	DECAL, air filter		1
93	373-910	NA	END COVER ASSEMBLY		1
94	373-890	$0.71	FIBER WASHER		1
95	373-895	NA	WING NUT		1
	373-896	$20.95	TUBE NUT (repl. for orig. wing nut)		1
97	373-970	NA	BOLT		3
98	372-370	$1.45	GROMMET		3
99	373-955	NA	SPACER		3
101	366-240	$0.75	GASKET, carburetor air cleaner		1
103	373-920	NA	REGULATOR, air temperature		1
104	373-925	NA	CLAMP		1
107	373-930	$19.95	TUBE, regulator to shroud		1
108	377-380	$5.35	CLAMP		2
110	373-940	NA	SHROUD		1
113	373-945	$64.95	HEAT SHIELD		1
114	373-950	NA	PLATE		1
115	373-960	$0.40	SCREW		2
116	324-010	$0.25	WASHER		2

Tuning the Zenith-Stromberg Carburetor - Thanks to John Twist of University Motors

Despite the assurances of the manufacturer that this single carb. could lessen emissions, the Zenith-Stromberg often runs very rich. When this occurs, and if the air pump and catalytic converter are still in place, the converter will glow cherry red hot. With regular maintenance, this carb. will perform properly, offering relatively high mileage compared to the twin SUs.

ADJUSTING THE CARBURETOR

To properly tune the Stromberg, one must have the Stromberg adjusting tool (Moss part #386-310), a l0mm open end wrench, and small and medium screwdrivers.

Start the engine from cold, and adjust the spring-loaded idle screw for an engine speed of 1800 rpm maximum. Once the engine has fully heated and the speed dropped to its lowest rpm (choke all the way off), adjust the locknut screw (hence the l0mm wrench) until the engine is idling at about 850—900 rpm. All further adjustments to idle speed will be made again with the spring loaded screw.

Now the mixture is adjusted. Lift the air piston slightly. If The idle speed rises as the piston is lifted, the mixture is too rich. Turn the allen wrench anti-clockwise to lean it out. If the idle speed slows or stumbles when the piston is lifted, then the mixture is too lean. Turn the allen wrench clockwise to richen it. With the proper idle mixture the idle speed will rise and steady, or rise and slowly fall off as the piston is lifted. As the correct mixture is reached, the idle speed will rise, and several adjustments may be necessary to maintain 850—900 rpm. Be certain to rev up the engine, to clear it out, between each adjustment.

RUNNING RICH

The most common complaint is that no matter what is done, the mixture is still far too rich. There are five major areas of concern:

1) The air cleaner is dirty. Leaks in the manifold or exhaust will soot up an air cleaner. This causes a much higher vacuum in the venturi, and more gasoline is drawn into the air stream.

2) The ELC (Evaporative Loss Control) system is pressurized. This is very uncommon. Remove the vapor line, the vent line, and the carburetor overflow line. This travels across the valve cover to the charcoal adsorption canister. There should be NO CHANGE in the idling of the engine. If there is any change, clean the ELC system, and check for blockages. It is more common for this system to develop a vacuum which creates a lean running condition.

3) The automatic choke is the most common cause of rich running. These problems are:

a) The choke ass'y. has come loose from the carb. body. The vacuum from the carburetter then draws fuel from the float bowl around the valve which should be closed during warm running. Tightening the three slotted copper coloured screws eliminates this as a problem.

b) The choke lever and cam have stuck in a part-open position. A good tune-up requires removal of the choke assembly , thorough cleaning, tightening the pin nut, and lubrication.

c) The bi-metal spring in the heat mass is not correctly calibrated. Place the heat mass in a pan of boiling water; the bi-metal spring will rotate clockwise to its fullest extent. The notch on the bi-metal spring should be in line with the mark on the aluminium housing. If it does not line up, scribe a new mark. The line on the heat mass, on the black plastic insulator, and the choke body should all be in line.

d) The small passageway from the carb throat (past the butterfly) to the top of the auto choke ass'y. allows vacuum to pull off the spring loaded enrichment plunger. When this passageway fills with soot , the plunger remains seated, holding the choke ON. By cleaning this passageway with a small wire, the vacuum can take its proper route.

e) The mating flange of the auto choke can become warped and allow fuel to bypass the choke valve. Resurface this mating flange and thoroughly clean after the surface is smooth.

f) Occasionally the brass choke valve is not fully inserted into the housing, so that the choke pin does not seat in (and therefore not closing off) the choke. This can be positively determined by removing the automatic choke and covering the screw holes and fuel passageways with a piece of masking tape, then checking the mixture again.

4) If the rubber diaphragm is torn or perforated, then the engine will run very rich, and maximum speed will be limited, spewing clouds of black, sooty, uncombusted exhaust. A torn diaphragm is easily found by removing the top of the suction chamber (four phillips screws). While the diaphragm is being inspected, pay attention to the following:

5) The tiny pin which retains the metering needle can break,allowing the needle to pop upwards. Adjusting cannot correct this. The needle's shoulder should be seen on the bottom of the air piston. If not, and the needle has a lot of up and down movement, check the pin.

RUNNING LEAN

Leanness at road speed is often described as a hesitation, as if a wind was blowing against the car. Causes can be retarded timing or a too lean mixture. There are several possibilities:

1) The ELC System is plugged, placing a vacuum in the float bowl. Remove the vent line from the carb. and note any change. A plugged charcoal adsorption canister, or a plugged vent line from the bottom of the anti run on valve are the most common problems.

2) The float height is set far too low.

3) The air cleaner is not fitted to the carburetter. The Stromberg carburetted MGB will not run with the air cleaner removed, nor with a filter which replaces the original assembly.

CARB WILL NOT IDLE DOWN

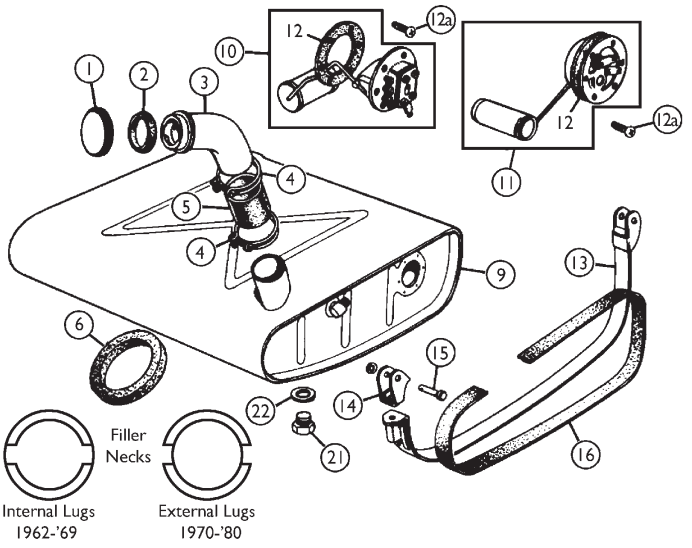
Sometimes the carb. will not idle at lower than 1000 or 1200 rpm. This is almost always a mechanical problem, but the possibilities include:

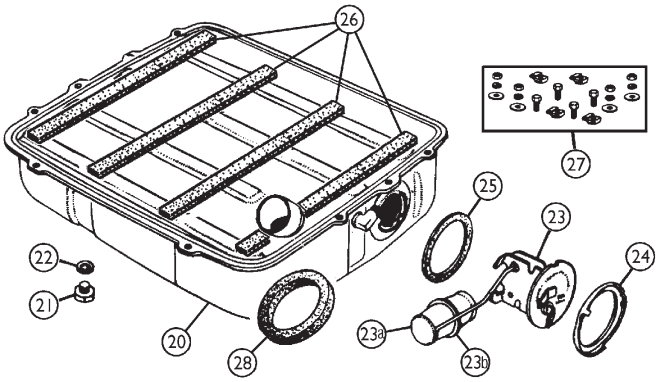
1) The throttle cable is stiff or incorrectly adjusted. Leave loose until the carb is adjusted, then tighten.

2) The automatic choke cam is not returning to full off position. Levers may be bent or jammed.

3) The overrun valve in the throttle disc may "float"; the spring may have lost its force due to a carb. fire or other gross overheating. Replace or solder shut.

Fuel Tanks





No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	202-750	$12.75	GAS CAP, 1962 - '69 (stainless steel replacement)	RD to (c)187210 GT to (c)187840	1
	202-760	$33.95	GAS CAP, locking (optional)		1
	202-755	$14.75	GAS CAP, 1970 - '74	RD from (c)187211 to 367719 GT from (c)187841 on	1
	202-770	NA	GAS CAP, locking (optional)	RD from (c)367720 to 382129	1
	202-765	$19.75	GAS CAP	'75 cars w/single carb. & no catalytic converter	1
	202-755	$14.75	GAS CAP	RD from (c) 382130-on	1
	202-770	NA	GAS CAP, locking (optional)		1
2	282-630	$2.85	FERRULE, filler neck	RD to (c)447000, all GT	1
	282-635	$14.75	FERRULE, filler neck	RD from (c)447001 on	1
3	470-185	$115.95	TUBE, filler, internal lugs 1962 - '69	RD to (c)187210 GT to (c)187840	1
	471-050	NA	TUBE, filler, external lugs 1970 - '75 leaded fuel	RD from (c)187211 to 386600 GT from (c)187841 on	1
	471-055	NA	TUBE, filler, 1975 unleaded	California RD (c)382130-386600	1
	471-060	NA	TUBE, filler, 1976	RD from (c)386601 to 410000	1
	471-055	NA	TUBE, filler, early 1977	RD from (c)410001 to 415000	1
	471-070	NA	TUBE, filler, straight	RD from (c)415001 on	1
4	326-460	$3.20	CLAMP, hose		2
5	282-620	$7.95	HOSE, filler to tank, straight	RD/GT to (c)415000	1
	282-910	NA	HOSE, filler to tank, angled	RD from (c)415001 to 454202	1
	282-920	$39.95	HOSE, filler to tank, angled	RD from (c)454203 on	1
6		NA	SEAL, tank to trunk floor		1
9	456-810	$626.95	GAS TANK, 1962 - Mar. '65	RD to (B)56742	1
10	360-640	$57.95	SENDING UNIT (Jaeger gauge)	RD to (B)48766	1
11	360-650	NA	SENDING UNIT (Smiths gauge)	RD from (B)48767 to 56743	1
12	293-415	$0.90	GASKET, sending unit (cork)	RD to (B)56742 (Mar. 1965)	1
	293-400	$1.95	GASKET SET, ethanol-proof		1
12a	323-728	$2.50	SCREW SET, sending unit to tank		1
13	471-080	$58.95	STRAP, gas tank mounting		2
14	471-090	NA	BRACKET		1
15	471-095	$1.45	CLEVIS PIN		4
16	280-300	$8.95	PACKING STRIP, rubber (9')		1
20	456-815	$395.95	GAS TANK, BM Heritage*	RD from (B)56743 to (c)187210 GT to (c)17840 Mar. 1965-'69 not vented	1
	456-775	$199.95	GAS TANK, aftermarket*		1
	*BM Heritage tank has baffles, no drain hole. Aftermarket tank has neither baffles nor drain hole.				
	471-200	NA	GAS TANK, vented, BM Heritage	RD from (c)187211 to 386600	1
	471-202	$209.95	GAS TANK, vented, aftermarket	GT from (c)187841 on ('70-'75)	1
	471-210	NA	GAS TANK, vented	RD from (c)386601 to 415000	1
	471-220	NA	GAS TANK, vented, BM Heritage	RD from (c)415001 on	1
	471-222	$189.95	GAS TANK, vented, aftermarket		1

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
21	328-280	$3.95	PLUG, drain	as fitted	1
22	324-626	$0.85	WASHER, drain plug		1
23	360-660	$23.95	SENDING UNIT, fuel gauge	RD from (B)56743 to (c)415000	
	360-661**	$36.95	SENDING UNIT, fuel gauge**	all GT	1
	360-655	$24.90	SENDING UNIT, fuel gauge	RD from (c)415001 on (from early 1977) with fuel pick-up tube	1
	360-656**	$44.95	SENDING UNIT, fuel gauge**		
23a	360-645	$9.95	FLOAT, plastic	RD from (B)56743 on all GT (Mar. 1965 - on)	1
	360-646*	$12.95	FLOAT, brass replacement*		1
23b	324-055	$1.75	RING, anti-rattle		1
24	360-665	$1.95	RING, locking		1
25	293-410	$2.95	RING, sealing		1
26	280-300	$8.95	PACKING STRIP SET		1
27	323-628	$10.95	HARDWARE SET, gas tank mount		1
28	282-930	$1.60	SEAL, tank to trunk floor		1

** Modern printed circuit, plastic body upgrades. MORE INFO ONLINE

*Brass float is not included with sending units.

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.

220-620 $37.95 Cleaner (1 gallon)

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.

220-630 $18.95 Etching Liquid

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.

220-450 $49.95 Slushing Compound



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.

220-375 Stor-N-Start $8.95
220-390 ReLead $21.95

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Locking Gas Cap

Our chrome locking fuel filler caps are styled just like the originals, but with an important extra feature. With fuel prices as high as they are, a locking gas cap is inexpensive insurance against thieves. Supplied complete with two keys.
202-760 MGB thru '69 $33.95

SU Solid State Fuel Pump (replacement)



SU electric fuel pumps with modern reliable 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 a electronic fuel pump can offer. Plus the characteristic SU pump ticking is retained.

377-235	**Pos. grd. to (c)44438**	**$209.95**
377-225	**Neg. grd. to (c)44438**	**$199.95**
377-245	**Pos. grd. from (c)44439**	**$209.95**
377-255	**Neg. grd. from (c)44439**	**$179.95**

SU Competition Double Ended Fuel Pump (replacement)



Double-ended SU pumps have been standard equipment for years on Aston Martins, Bentley and late model E-Types. Delivering nearly twice the capacity of a standard MGB type pump, these units will keep on pumping even if one side fails, a definite plus in the heat of competition! Well-suited for all high performance engines running SU carbs, as no pressure regulator is required. Now available in solid state versions, as well as the tried and true traditional points types.

377-036	**Std. Points Pos. or Neg. ground**	**$379.95**
377-335	**Solid State Neg. ground**	**$449.95**
377-345	**Solid State Pos. ground**	**NA**

Facet Electric Fuel Pump (replacment)



While your original SU electric fuel pump is usually reliable, you don't want to be stuck anywhere with fuel in the tank, but not in the carbs. Put an end to nagging worries by using our reliable solid state electric fuel pump instead of, or with, your original pump! If you're interested in keeping an original appearance, this pump will push or pull fuel from a hidden location under the car through your original fuel pump. Or, put it in line and use a power switch or removeable fuse to run the pump only if needed as a backup. Works on both positive and negative ground cars.
377-420 $77.95

Facet Fuel Filter



74 micron filter is recommmended for use on the inlet port.
377-424 $10.90



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 degrees F, and compatible with all gasoline blends. Sold per inch.

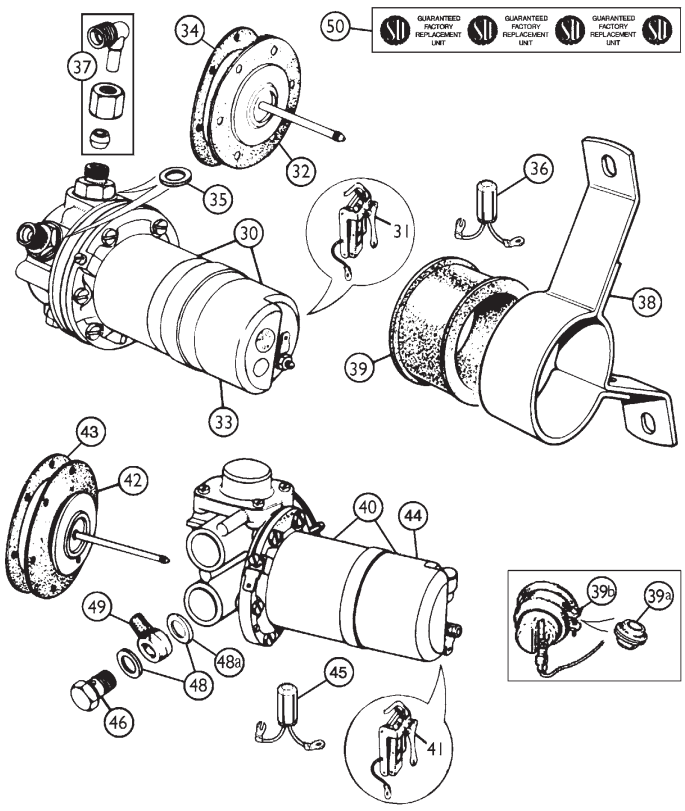
1/4" ID hose	**379-214**	**$0.20**	per inch
5/16" ID hose	**434-451**	**$0.25**	per inch



Hose & Fitting Kit

Here's the way to re-convert a car to use the stock banjo type SU fuel pump after the original steel lines have been cut, thereby losing the threaded end fittings needed to fasten to the original banjo fittings.
376-108 $49.95

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com
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No.	Part No.	Price (each)	Description	Application	Qty. Req.

In our many years of experience in the British car field, we've found that the original S.U. fuel pumps are normally extremely reliable and give years of trouble-free service. Brand new S.U. pumps are still in production and are reasonably priced. Current pumps listed below are not polarity sensitive, and may be used with either positive or negative ground electrical systems.

30	377-042	$159.95	FUEL PUMP, pos. or neg. ground, S.U.		1
31	377-080	$19.90	POINT SET, original pump		1
32	377-130	$39.95	DIAPHRAGM, 2 3/8" shaft		1
	377-140	$44.95	DIAPHRAGM, 3" shaft		1
33	377-170	$8.75	COVER	RD to (c)44438	1
34	377-100	$1.35	GASKET	(Aug, '64)	1
35	375-025	$1.70	WASHER under inlet fitting		1
	375-035	$1.25	WASHER under outlet fitting		1
36	377-110	NA	CONDENSER		1
37	375-038	$12.40	FITTING SET, 3 pieces		2

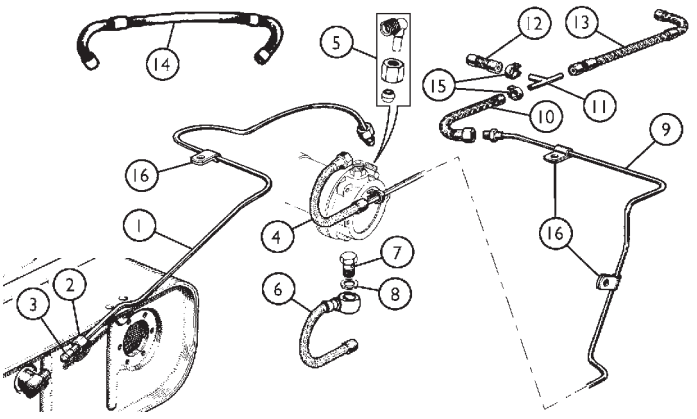
(Fitting set comes with nut screwed onto elbow with compression fitting inside. To use, disassemble, and assemble onto pump as shown.)

38	377-350	$14.75	BRACKET, fuel pump	RD to (c)360300	1
39	377-360	$3.45	MOUNTING, fuel pump	GT to (c)361000 to mid '74	1
39a	377-370	$11.95	SUPPORT, fuel pump, rubber	RD from (c)360301	1
39b	377-380	$5.35	CLAMP, support	GT from (c)361001 '74 1/2 on	1
40	377-161	$149.95	FUEL PUMP, S.U., positive or negative grd.		1
41	377-080	$19.90	POINT SET, original pumps		1
42	377-130	$39.95	DIAPHRAGM, 2 3/8" shaft		1
	377-140	$44.95	DIAPHRAGM, 3" shaft		1
43	377-155	$1.50	GASKET	RD from (c)44439 (Aug 64 on)	1
44	377-120	$12.95	COVER	all GT	1
45	377-135	$13.25	DIODE, pos. ground pumps		1
	377-145	$9.95	DIODE, neg. ground pumps		1
46	370-350	$4.95	BOLT, banjo union		2
48	370-650	$0.79	WASHER	(see note below)	4/2
48a	370-655*	$0.40	"O" RING	(some pumps-see note below)	2

* Some SU pumps use "O" ring #48a instead of the fiber washer #48 between the banjo fitting #49 and the pump. Washer #48 is still used under the banjo bolt head.

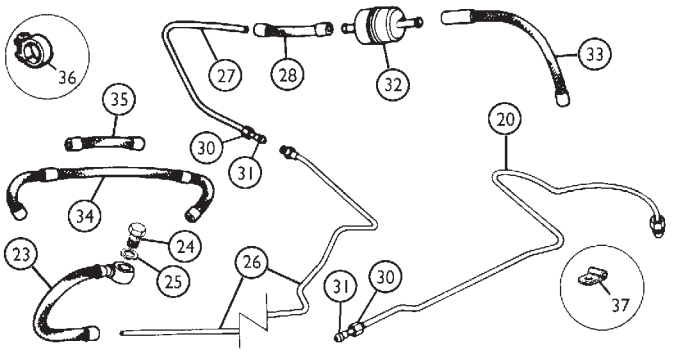
49	378-120	$21.50	BANJO UNION, pump inlet	RD from (c)44439 to 360300 GT to (c)36100	1
50	408-445	$2.80	SU SEALING TAPE		1

Fuel Lines



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1970					
RD/GT to (c)219000					
1	376-760	$39.95	PIPE, tank to pump inlet	RD/GT to (c)219000	1
2	376-405	$7.55	NUT		2
3	376-415	$5.10	NIPPLE, soldered to pipe		2
4	376-530	NA	HOSE, pump outlet to main feed	RD to (c)44438	1
5	375-038	$12.40	FITTING SET, 3 pieces		2
	(Fitting set comes with nut screwed onto elbow with compression fitting inside. To use, disassemble, and assemble onto pump as shown.)				
6	376-540	$20.95	HOSE, pump outlet to main feed	RD from (c)44439,	1
7	370-350	$4.95	BOLT, banjo union, pump outlet	all GT	1
8	370-650	$0.79	WASHER		2
9	376-750	$57.35	PIPE, main feed	RD to (c)187210 GT to (c)187840	1
	376-900	NA	PIPE, main feed	RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
10	376-320	$10.50	FUEL HOSE, pipe to carb.	RD to (c)187210 GT to (c)187840	1
	376-910	$7.95	FUEL HOSE, pipe to carb.	RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
11	376-520	$16.95	T-CONNECTOR	RD to (c)187210 GT to (c)187840	1
12	376-870	$4.45	FUEL HOSE, rear carb.		1
13	376-340	$9.95	FUEL HOSE, carb. to carb.		1
14	376-920	$10.95	FUEL HOSE, carb. to carb.	RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
15	117-015	$2.95	CLAMP, fuel hoses		A/R
16	162-230	$1.25	CLIP, fuel pipes		A/R

Original rubber-cased fuel lines simply won't last forever and they can spring a leak directly onto an electrical or hot engine component. Replacing old questionable fuel hoses is cheap insurance, but, at the very least, regular inspection of your complete fuel system makes good sense. MGBs should not develop fuel odors; if yours does, something is wrong and should be corrected immediately.



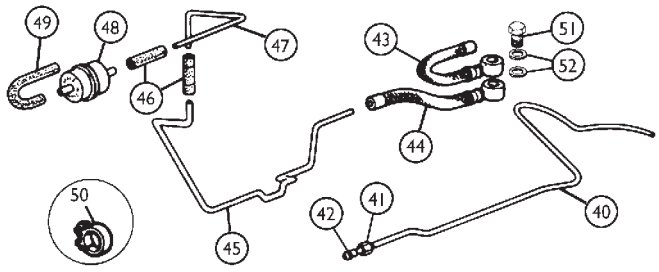
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1971 - 1974 1/2					
RD from (c)219001 to 360300/GT from (c)219001 to 361000					
20	376-760	$39.95	PIPE, tank to pump inlet	RD to 360300 GT to (c)361000	1
23	376-540	$20.95	HOSE, pump outlet to main feed (5/16")	RD from (c)219001 to 360300	1
24	370-350	$4.95	BOLT, banjo, pump outlet	all GT	1
25	370-650	$0.79	WASHER		2
26	376-750	$57.35	PIPE, main feed, rear (5/16")	GT from (c)219001 to 361000	1
27	376-755	NA	PIPE, main feed, front (5/16")	RD from (c)219001 to 360300	1
28	376-925	NA	HOSE, main feed to filter (1/4")		1
30	376-405	$7.55	NUT	included with	2
31	376-415	$5.10	NIPPLE, soldered to pipe	pipes #20 & 27	2
32	377-300	$3.75	FUEL FILTER (1/4" & 5/16")	plastic replacement	1
33	376-910	$7.95	HOSE, filter to carb. (HS4)	RD/GT to (c)258000	1
	376-930	$16.50	HOSE, filter to carb. ('72-'74 HIF4 carbs)	RD from (c)258001 to 360300 GT from (c)258001 to 361000	1
34	376-920	$10.95	FUEL HOSE, carb. to carb. ('70-'71 HS4 carbs)	RD/GT from (c)219001 to 258000	1
35	376-935	$5.65	FUEL HOSE, carb. to carb. ('72-'74 HIF4 carbs)	RD from (c)258001 to 360300 GT from (c)258001 to 361000	1
36	117-015	$2.95	CLAMP, fuel hoses		A/R
37	162-230	$1.25	CLIP, fuel pipes		A/R

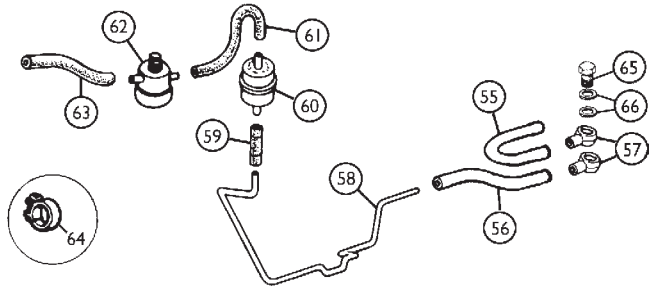
Brake Pipe Bending Tool



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 $19.95

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MOSS MOTORS, LTD.
TOLL-FREE ORDERS 1-800-667-7872





No.	Part No.	Price (each)	Description	Application	Qty. Req.
1974 1/2 - 1976					
			RD from (c)360301 to 415000/GT from (c)361001 on		
40	376-765	$36.45	PIPE, tank to pump inlet hose		1
41	376-405	$7.55	NUT		2
42	376-415	$5.10	NIPPLE, soldered to pipe		2
43	376-540	$20.95	HOSE, tank pipe to pump inlet		1
44	376-540	$20.95	HOSE, pump outlet to main feed (5/16")		1
45	376-940	$49.95	PIPE, main feed (5/16")		1
46	376-955	$0.75	HOSE, connecting (5/16")		1
47	376-960	$11.75	PIPE, main feed extension		1
48	377-310	$3.65	FUEL FILTER (5/16" hose)		1
49	376-930	$16.50	HOSE, filter to S.U. carb.		1
	376-925	NA	HOSE, filter to Zenith carb.		1
50	117-015	$2.95	CLAMP, fuel lines #46 & 49 above		A/R
	262-200	$2.35	CLAMP, fuel lines #43 & 44 above		A/R
51	370-350	$4.95	BOLT, banjo		4
52	370-650	$0.79	WASHER		4/2
	370-655	$0.40	"O" RING*		2
			Note: New SU pumps use "O" rings instead of the fiber washers between the banjo fitting and the pump. Washers are still used under the banjo bolt heads.		

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1977 - 1980					
			RD from (c)415001 on		
55	376-620*	$4.45	HOSE, tank to pump inlet*		1
56	376-610*	$1.85	HOSE, pump outlet to main feed*		1
			* The original hose was a special type which was very difficult to push onto the pipe, but once installed, would not pull off. Hose clamps were not used. As the original hose is not available, we supply a replacement type which must be used with hose clamps no. 051-191.		
	051-191	$1.50	HOSE CLAMP	replacement hoses #55, 56	A/R
57	378-125	$10.95	BANJO UNION		2
58	376-940	$49.95	PIPE, main feed		1
59	376-955	$0.75	HOSE, connecting (5/16")		1
60	377-310	$3.65	FUEL FILTER (for 5/16" hose)		1
61	376-970	NA	HOSE, filter to cut-off valve		1
62	377-320	NA	CUT-OFF VALVE		1
63	377-975	$8.95	HOSE, valve to carb. inlet		1
64	326-310	$1.45	CLAMP, fuel lines #61 & 63 above		A/R
	326-310	$1.45	CLAMP, fuel lines #55 & 56 above		A/R
	117-015	$2.95	CLAMP, fuel lines #59 above		2
65	370-350	$4.95	BOLT, banjo		4
66	370-650	$0.79	WASHER		4/2
	370-655	$0.40	"O" RING*		2
			Note: New SU pumps use "O" rings instead of the fiber washers between the banjo fitting and the pump. Washers are still used under the banjo bolt heads.		

First Inertia Electric Fuel Pump Switch



Fire is one of the single greatest dangers facing our vintage cars. In an accident, your electric fuel pump will go right on pushing fuel out through broken lines or hoses, making an already dangerous situation even worse. The First Inertia Switch will cut off power instantly in a roll-over, or when the vehicle is impacted with sufficient force in any horizontal direction. Vintage racers in particular will appreciate the life saving potential of this product, but any car equipped with an electric fuel pump power cutoff will be safer. Mounting instructions included. Switch is suitable for positive and negative ground systems. Please note: MGBs from 1977-'80 already have a factory roll-over switch.

900-240 Inertia Switch $58.95

Billet Fuel Filter



The ease of cleaning and clean lines of this filter assembly will add a touch of custom brightness to the engine compartment. The chromed hose barbs can be removed and 5/16" AN-6 fittings attached directly to the body of the fuel filter giving a high degree of fitment flexibility.

Fuel Filter 377-305 $59.95

Replacement Viton O-rings:

5/8" x 7/8"	772-815	$1.80
1" x 1.25"	772-816	$1.10



Hose & Fitting Kit

Here's the way to re-convert a car to use the stock banjo type SU fuel pump after the original steel lines have been cut, thereby lacking the threaded end fittings needed to fasten to the original banjo fittings.

376-108 $49.95



Fuel Filter/Regulator

High quality universal fit fuel pressure filter/regulator with 1/4" and 5/16" fittings. Made in Italy.

Fuel Filter/Regulator	**377-435**	**$129.95**
Replacement Filter	377-436	$10.95
Replacement Gasket for bowl	377-437	$5.95

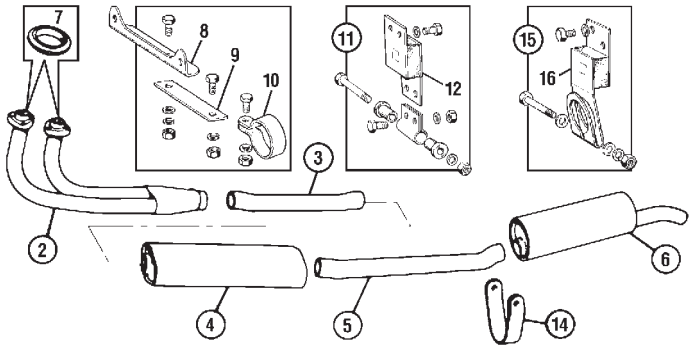


Ethanol Resistant Fuel Hose

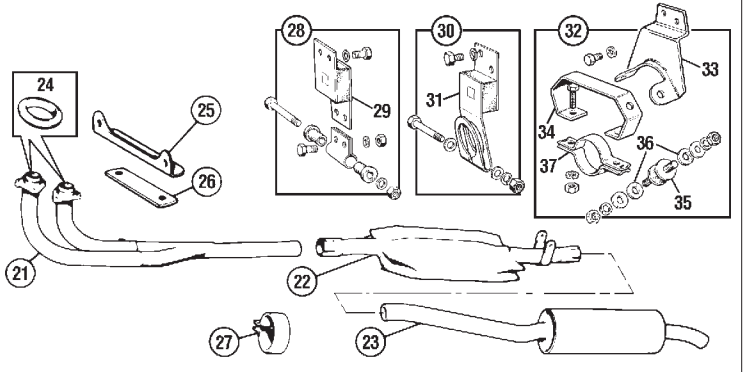
Gates "Barricade" hose is the lowest permeation multi-fuel compatible hose on the market. Rated for 50 psi at -40 to 257 degrees F, and compatible with all gasoline blends. Sold per inch.

1/4" ID hose 379-214 $0.20 per inch
5/16" ID hose 434-451 $0.25 per inch

Exhaust System

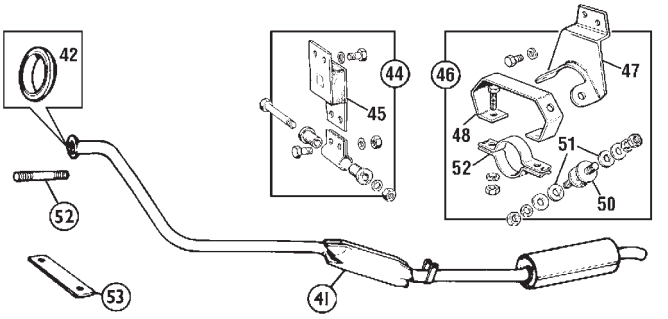


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1967					
RD to (c)138400/GT to (c)139471					
2	454-530	$89.95	HEADPIPE		1
3	453-580	$23.95	INTERMEDIATE PIPE, front		1
4	454-540	$59.95	MUFFLER, front		1
5	453-590	$33.95	INTERMEDIATE PIPE, rear		1
6	454-550	$59.95	MUFFLER, rear		1
7	290-510	$1.45	GASKET, exhaust flange		2
8	411-070	$10.95	BRACKET		1
9	411-080	$1.65	STRAP		1
10	411-090	$9.95	CLAMP, front pipe		1
11	470-138	$12.95	HANGER KIT, intermediate		1
12	412-080	$3.85	MOUNT, hanger		1
	321-678	$1.10	BOLT SET, hanger assembly		1
14	411-100	$6.25	BRACKET		1
15	470-178	$10.25	HANGER ASSEMBLY, rear		1
16	412-040	$16.95	HANGER, rear		1

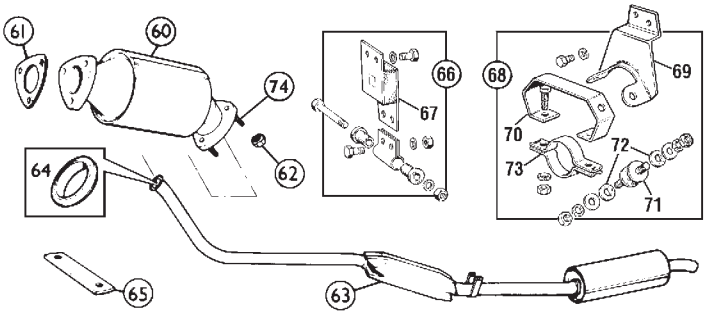


1968 - 1974					
RD from (c)138401 to 367719/GT from (c)139472 to 367803					
21	444-020	$89.95	HEADPIPE		1
22	444-035	$79.85	MUFFLER, front, replacement, differs from illustration		1
23	444-030	$89.95	MUFFLER, rear, replacement, differs from illustration		1
24	290-510	$1.45	GASKET, exhaust flange		2
25	444-040	$3.95	BRACKET	RD to (c)341294; GT to (c)341729	1
	413-110	NA	BRACKET	RD from (c)341295; GT from c)341730	1
26	411-080	$1.65	STRAP		1
27	411-090	$9.95	CLAMP, front pipe		1
28	470-138	$12.95	HANGER KIT		1
29	412-080	$3.85	MOUNT, hanger		1
	321-678	$1.10	BOLT SET, hanger assembly		1
30	470-178	$10.25	HANGER KIT, rear	RD/GT from (c)138401 to 167815	1
31	412-040	$16.95	HANGER, rear	1968-mid '69	1
32	444-145	$29.95	HANGER KIT, rear mid 1969-'74 1/2	RD from (c)167816 to 360300 GT from (c)167816 to 361000	1
	470-148	$28.95	HANGER KIT, rear 1974 1/2	RD from (c)360301 on GT from (c)361001 on	1
33	444-050	$5.85	BRACKET, rear mount	RD from (c)167816 to 360300 GT from (c)167816 to 361000	1
	444-060	$5.85	BRACKET, rear mount	RD from (c)360301 on GT from (c)361001 on	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
34	444-070	$7.95	BRACKET, hanger		1
35	444-080	$2.85	MOUNTING, rubber	RD/GT from (c)167816 on	2
36	444-090	$1.45	WASHER, heat insulating		4
37	444-150	$2.49	CLAMP, rear, 2 pcs. req'd. (1 5/8")		2
	444-170	$2.35	CLAMP, rear, 2 pcs. req'd. (1 3/4")	as required	2



1975					
RD from (c)367720 to FED 386600, to Calif. 382129 (single carb., no catalytic converter)					
41		NA	MUFFLER & PIPE ASSEMBLY (n/a - suggest stainless steel)		1
42	444-130	$3.35	GASKET, exhaust flange		1
43	444-140	$10.75	STRAP, front mount		1
44	470-138	$12.95	HANGER KIT		1
45	412-080	$3.85	MOUNT, hanger		1
	321-678	$1.10	BOLT SET, hanger assembly		1
46	470-148	$28.95	HANGER KIT, rear		1
47	444-060	$5.85	BRACKET, rear mount		1
48	444-070	$7.95	BRACKET, hanger		1
50	444-080	$2.85	MOUNTING, rubber		2
51	444-090	$1.45	WASHER, heat insulating		4
52	444-150	NA	CLAMP, rear, 2 pcs. req'd. (1 5/8")		2
	444-170	$2.35	CLAMP, rear, 2 pcs. req'd. (1 3/4")	as required	2
53	328-991	$1.95	STUD, manifold		3



1975 - 1980					
RD from FED (c)386601 on, Calif. from (c)382130 on (single carb. with catalytic converter)					
60	444-175*	$279.95	CATALYTIC CONVERTER, replacement (not California legal)		1
*U.S.-made, fits like original and meets all EPA requirements, but not legal for California.					
61	297-550	$10.95	GASKET, converter to manifold		1
62	311-610	$0.95	NUT		3
63	444-180	$165.95	MUFFLER & PIPE ASSEMBLY (3-piece)		1
	444-410	$34.95	HEADPIPE		1
	444-415	$69.95	MUFFLER, front		1
	444-420	$69.95	MUFFLER, rear		1
64	444-130	$3.35	GASKET, exhaust flange		1
65	444-140	$10.75	STRAP, front mount		1
66	470-138	$12.95	HANGER KIT		1
67	412-080	$3.85	MOUNT, hanger		1
	321-678	$1.10	BOLT SET, hanger assembly		1
68	470-148	$28.95	HANGER KIT, rear		1
69	444-060	$5.85	BRACKET, rear mount		1
70	444-070	$7.95	BRACKET, hanger		1
71	444-080	$2.85	MOUNTING, rubber		2
72	444-090	$1.45	WASHER, heat insulating		4
73	444-150	NA	CLAMP, rear, 2 pcs. req'd. (1 5/8")		2
	444-170	$2.35	CLAMP, rear, 2 pcs. req'd. (1/3/4")	as required	2
74	328-991	$1.95	STUD, converter to front pipe		3

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Stainless Steel Exhaust Systems

Guaranteed against corrosion for life, our stainless steel systems sound good and fit properly. Constructed entirely of top quality stainless steel, this is the system for your car if you live where winter road conditions are harsh. (Does not include clamps, hangers or gaskets. For these, see page 32.)

1962-'74 Stainless Steel Exhaust	**454-560**	**$494.95**
1975 Stainless Exhaust for cars without catalytic converter	**454-570**	**$417.95**

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.



MGB "Big Bore" Stainless Exhaust System

For those of you who require a stainless exhaust due to local weather conditions, but still want the performance of a free-flow exhaust, this should provide a nifty solution! These large pipe diameter systems eliminate the forward silencer but incorporate a larger capacity free-flow rear silencer with a polished tip. (Does not include clamps, hangers or gaskets. For these, see page 32.)

1962-'74 Big Bore Stainless Exhaust System	**444-165**	**$397.95**
1975-'80 Big Bore Stainless Exhaust System (for vehicles with catalytic converter)	**444-155**	**$359.95**

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.



459-085 shown

Stainless Steel Sport Exhaust

The Tourist Trophy brand exhaust system is mandrel bent for a perfect fit and constructed of polished stainless steel for a long life. The 3 into 1 tubular header reduces back pressure and will improve exhaust flow for increased efficiency. Each system includes an installation kit with hardware and upgraded hangers that attach to your original mounting points. This system looks and sounds great!

1962-'74½ Exhaust and Down Pipe	**459-075**	**$369.95**
1962-'74½ Exhaust and Header	**459-085**	**$459.95**



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. All of our headers are carefully jig-welded and designed for maximum performance. However, they do require some hand fitting and port matching, particularly for racing applications. These fit cars without catalytic converters only.

Stainless Steel Header (illus.)	**459-015**	**$389.95**

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.



3-1 Short Exhaust Header

American made short header design offers improved ground clearance and easy installation. Can also be modified for use on other B-series engined vehicles.

3-1 Header	**459-011**	**$199.95**



MGB "Peco" Exhaust System

Rated as the best exhaust system for effectiveness, quality, and reliability in "How to Power Tune MGB 4-Cylinder Engines" (Moss #213-175), this system typically boosts mid-range power at the wheels by 5 b.h.p. Pipes are slightly larger in diameter than stock, and the single muffler is larger than standard. Silencing ability is excellent, producing a deep, powerful, but not unpleasant exhaust note. The red paint on these is for protection only, and will be chipped. We suggest repainting with high temperature paint before installation.

Muffler & Pipes	**459-035**	**$279.95**
Exhaust Header	**459-045**	**$289.95**

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.

Clutch

Clutch Replacement

Insert your clutch alignment tool through your new clutch disc, push the tool into the pilot bushing in the crankshaft, then press the disc up flat against the flywheel. Locate the new pressure plate on the two dowel pins, install the six bolts just a couple of turns each. Now, by exerting appropriate sideways pressure on the handle of the alignment tool, position the disc so that you can slip the tool in and out of the pilot bushing with minimal drag on the splines. There is one spot, with the disc perfectly centered, where virtually no resistance will be felt. Once the disc is in the position, tighten the bolts one turn each at a time until they are all fully secure. The tool should still slip in and out very easily; if it doesn't, repeat the procedure until it does. If the tool meets no resistance, the gearbox input shaft will go in equally easily.

Install your new throwout bearing, being sure to lightly grease the points where it pivots in the yoke. Wire-brush the splines on the gearbox input shaft, then give them a very light coat of white lithium grease. Finally, grease the nose of the input shaft where it runs in the pilot bushing. When reassembling the engine to the gearbox, be sure to get the face of the bellhousing parallel to the rear engine plate once the input shaft splines enter the clutch disc; it will then slide all the way home without the need for brute force.

Clutch Problems

Clutch problems fall into three categories:

a. The clutch does not release properly when the pedal is depressed, resulting in difficult engaging of gears.

b. 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.

c. Clutch judder, where the car 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 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. 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.

Special Note: MGB starters have a habit of chewing up the flywheel ring gear. While doing a clutch job, always check the ring gear for damage to the teeth, and have your machine shop install a new one if significant damage is present.



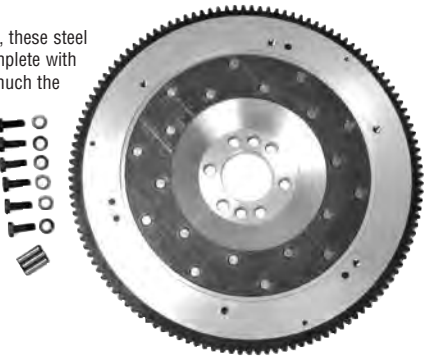
Heavy Duty/Competition Clutch

These competition-grade parts have been engineered to reliably handle any hard driving situation on the street or track. The pressure plate, because of its stronger than standard springs, acts more quickly and more positively than a stock unit and requires only a moderate increase in pedal pressure. For proper operation and reliability, our heavy duty clutch components must always be fitted as sets.

190-810 $99.95 PRESSURE PLATE, heavy duty/competition
190-820 $179.95 CLUTCH DISC, heavy duty/competition

Alloy Flywheel Assemblies

For the serious performance seeker, these steel faced aluminum alloy flywheels complete with ring gears weigh less than half as much the stock cast iron flywheels.

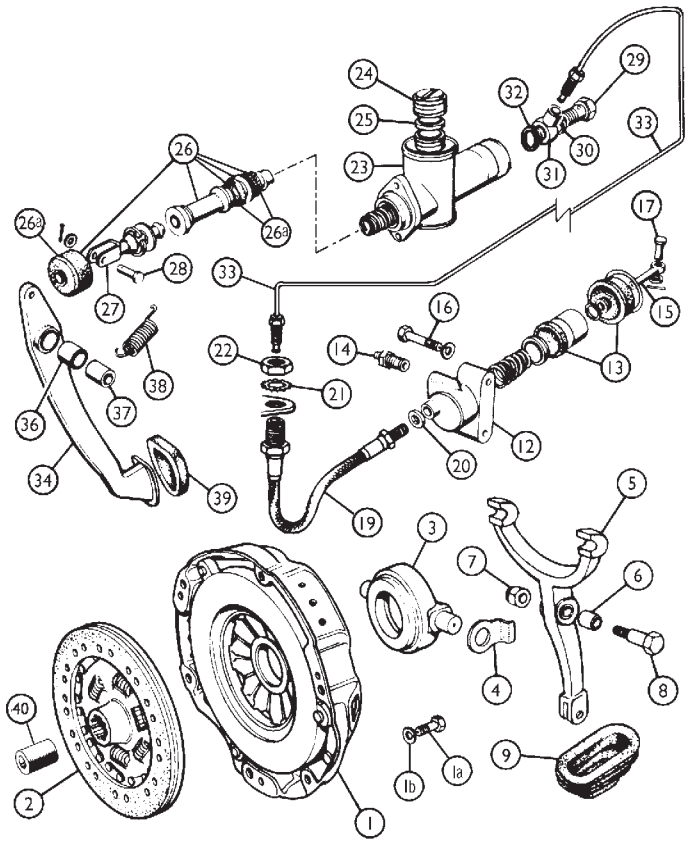


1962-'64 (3-main engine)
460-673 $524.95

1965-'67 (5-main engine)
460-674 $524.95

1968-'80 (5-main engine)
460-675 $524.95

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
	190-808	$149.95	CLUTCH KIT, Borg & Beck		1
Note: Clutch kits include one each pressure plate, clutch disc and release bearing.					
1	190-080	$87.75	PRESSURE PLATE, new		1
	190-810*	$99.95	PRESSURE PLATE, heavy duty/competition		1
1a	322-540	$0.70	BOLT, pressure plate to flywheel		6
1b	365-730	$0.25	LOCKWASHER		6
2	190-250	$56.95	CLUTCH DISC, new		1
	190-820*	$179.95	CLUTCH DISC, heavy duty/competition		1

* Note: These Borg & Beck competition-grade parts have been engineered to reliably handle any hard driving situation on the street or track. The pressure plate, because of its stronger than standard springs, acts more quickly and more positively than a stock unit and requires only a moderate increase in pedal pressure. For proper operation and reliability, our heavy duty clutch components must always be fitted as sets.

3	190-300	$21.95	RELEASE BEARING, carbon faced as original		1
	190-301	$69.95	RELEASE BEARING, AP Driveline (Borg & Beck)		1
	190-305	$69.95	RELEASE BEARING, roller bearing type		1
4	190-570	$2.40	RETAINER, release bearing		2
5	190-580	$189.95	LEVER, clutch withdrawal	non-synchro 1st transmission	1
	462-590	$79.95	LEVER, clutch withdrawal	full-synchro transmission	1
6	330-200	$1.60	BUSH, withdrawal lever		1
7	310-240	$0.70	NUT		1
8	190-550	$5.35	BOLT		1
9	461-010	$3.40	BOOT, rubber, oval		1
	461-015	$9.95	BOOT, rubber, square		1
12	180-720	$109.95	CLUTCH SLAVE CYLINDER, Lockheed		1
	180-715	$47.95	CLUTCH SLAVE CYLINDER, aftermarket		1
13	180-960	$4.95	REPAIR KIT, slave cylinder		1
14	180-080	$2.95	BLEEDER SCREW		1
15	180-200	$5.95	PUSH ROD		1
16	322-670	$0.95	BOLT		2
17	325-140	$0.95	CLEVIS PIN		1
19	180-820	$34.95	CLUTCH HOSE, stock type		1
	180-821	$15.75	CLUTCH HOSE, stock type, aftermarket		1
	584-790	$69.95	CLUTCH HOSE, stainless steel braided		1
20	324-720	$0.85	WASHER, copper		1
21	324-180	$0.50	LOCK WASHER		1
22	311-420	$1.85	NUT, hose to bracket on frame		1
23	180-675	$149.95	MASTER CYL., clutch, orig. mfr. 1962 - '67	RD to (c)138400 GT to (c)139471	1
	180-695	$159.95	MASTER CYL., clutch, orig. mfr.	1968-80	1
	180-697**	$69.95	MASTER CYL., clutch, relacement**	1962-80	1
			** Replacement - fits all due to shorter reservoir.		

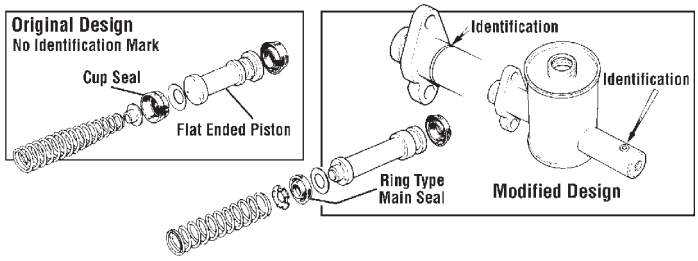
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	180-210	$6.95	CAP, filler (plastic replacement)		1
25	180-451	$2.95	WASHER, filler cap (use with original metal caps only)		1
26	180-965	$24.95	REBUILD KIT, master cylinder	SEE NOTE BELOW	1
	180-985	$7.95	REPAIR KIT, master cylinder		

Note: From 1968 to '80, either one of two master cylinders was fitted. One is identified by two concentric circles cast into the body near the line fitting or a groove in the body near the mounting flange. The other has no such markings. The two master cylinder assemblies and complete sets of internal components are interchangeable; however, individual internal components are not.

REBUILD KIT 180-965 includes all "modified design" internal components shown in the drawing below (spring, seals, piston, washers, etc.). This is original for marked cylinders, and is to be used also on earlier unmarked cylinders as a replacement, thereby converting these cylinders to the later design. Original style rebuild kits for these early cylinders are no longer available.

REPAIR KIT 180-985 includes seals and dust boot for original marked cylinders, replacement cylinders, and unmarked cylinders which have been converted using kit 180-965. Original style repair kits for unmarked cylinders are no longer available.



27	181-690	$16.95	PUSH ROD (included with master cylinders)		1
28	325-150	$1.25	CLEVIS PIN		1
29	180-430	$6.75	BANJO BOLT		1
30	324-720	$0.85	WASHER		1
31	180-465	$12.95	BANJO		1
32	324-730	$0.55	WASHER		1
33	181-210	$28.95	PIPE, master cylinder banjo to hose	thru 1976	1
	180-606	$35.25	PIPE, master cylinder banjo to hose	1977-'80	1
34	190-600	NA	PEDAL ASSEMBLY, chrome bumpered cars	RD to (c)360300 GT to (c)361000	1
	190-610	NA	PEDAL ASSEMBLY, 74 1/2	RD from (c)360301 to 386600 GT from (c)361001 on	1
	190-620	NA	PEDAL ASSEMBLY, 1975 - '80	RD from (c)386001 on	1
36	330-180	$2.95	BUSH	all	1

Never rest your foot on the clutch pedal! This causes premature wear on the release bearing, which cannot be changed without removing the engine.

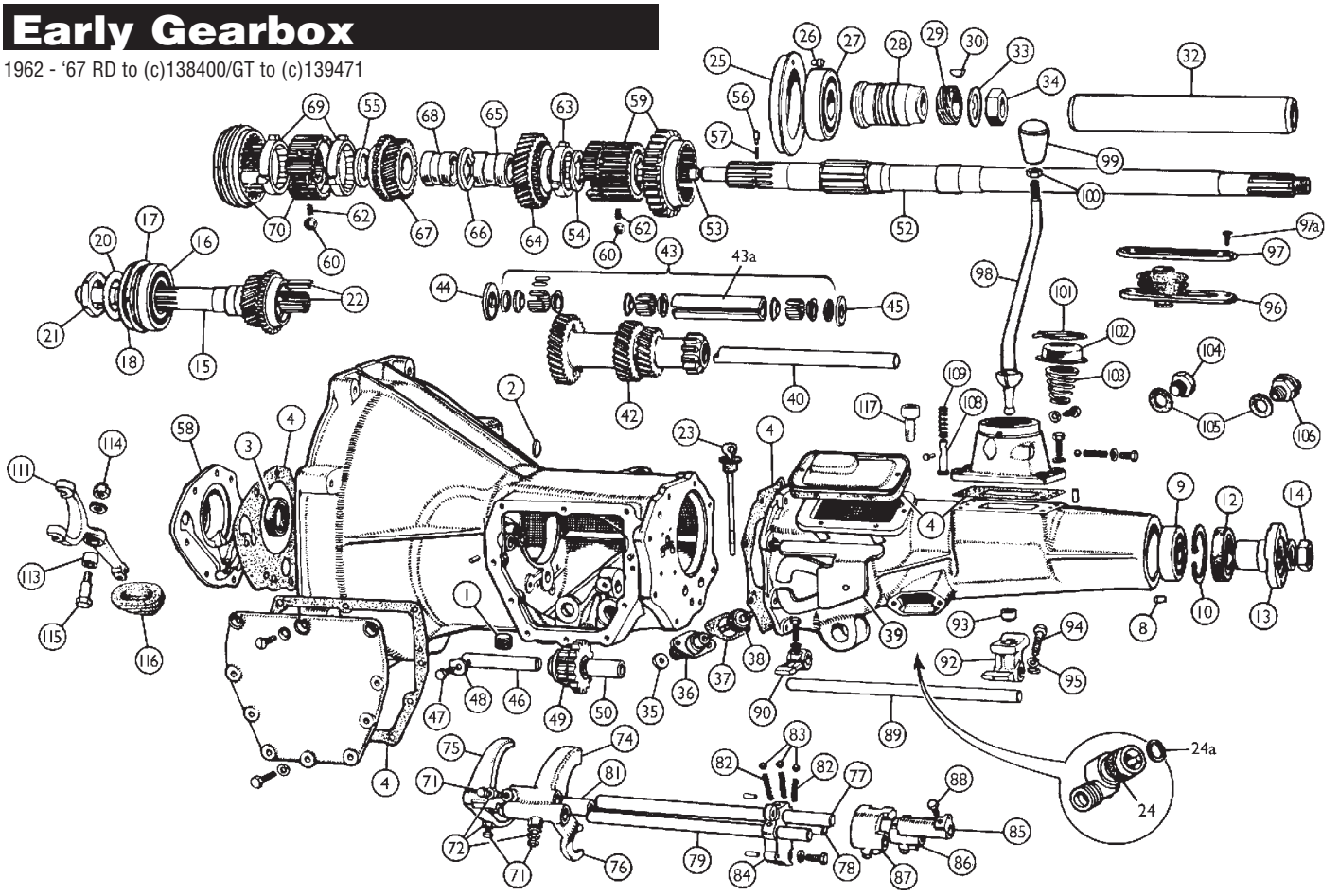
37	190-625	$3.75	DISTANCE TUBE, thru 1975	RD to (c)386600, all GT	1
	190-630	NA	DISTANCE TUBE, 1976 on	RD from (c)386601 on	1
38	329-350	$1.50	SPRING, pedal return		1
39	280-770	$1.50	PEDAL PAD, clutch & brake		2
40			SPIGOT BUSHING (see page 8 illus. no. 2 for details)		1



	387-210	$3.85	CLUTCH ALIGNMENT TOOL	3 main engines	1
	387-235	$3.85	CLUTCH ALIGNMENT TOOL	5 main engines	1

Early Gearbox

1962 - '67 RD to (c)138400/GT to (c)139471



No.	Part No.	Price (each)	Description	Application	Qty. Req.

Original non-synchro gearboxes can be rebuilt to new specs and are good for 75,000 to 100,000 miles between rebuilds. Early gearboxes do have an endearing nature, very much in keeping with the vintage feel of early MGBs, and lack of synchro on first is really not a problem. Do yourself and future generations a favor and keep your MGB as original as possible. (While it is possible to install later 1968-on full-synchro gearboxes into early MGBs, we don't recommend it for a number of reasons. This is not a simple conversion of swapping late parts for early parts. Clearance problems require that the narrower early gearbox tunnel be "bashed" out in the appropriate places to provide adequate clearance.)

1	328-055	$7.95	PLUG, oil drain		1
2	328-310	NA	CORE PLUG		1
3	120-300	$1.45	OIL SEAL, front cover		1
4			GASKET, supplied in gasket set only, see page 37.		1
8	328-330	NA	PLUG, tapered	standard trans. uses 2	1/2
9	071-329	$48.95	BEARING, rear extension	standard	1
	125-900	$14.50	BEARING, rear annulus	overdrive	1
10	326-160	NA	CLIP, bearing	standard	1
12	121-100	$3.85	OIL SEAL	standard	1
	121-110	$3.75	OIL SEAL, rear annulus	overdrive	1
13	461-800	NA	FLANGE	standard	1
14	310-570	$3.75	NUT	standard	1
15	461-250	NA	INPUT SHAFT	18G/GA engines, '62 - '64	1
	461-255	NA	INPUT SHAFT	18GB engines, '65 - on	1
16	127-200	$38.95	BEARING, input shaft		1
17	326-180	NA	CLIP		1
18	461-280	$9.95	SHIM, .002"		A/R
	461-290	$12.95	SHIM, .004"		A/R
20	461-270	$3.45	LOCK WASHER		1
21	461-260	$11.55	NUT		1
22	442-298	$15.95	ROLLER SET, 18 roller bearings		1
23	461-020	NA	DIPSTICK		1
24	021-511	$39.95	SPEEDO DRIVE ADAPTOR		1
24a	324-720	$0.85	WASHER		1

Copper washer, #324-720 was fitted to ensure that the drive shaft of the speedo angle drive did not bottom out in the speedo drive pinion, causing premature wear and failure. These washers are often missing, but should always be fitted!

25	461-360	NA	BEARING HOUSING		1
26	461-370	NA	PEG, in housing		1
27	127-900	$32.95	BEARING		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
28	461-380	NA	SPACER		1
29	433-740	$49.95	GEAR, speedo drive	standard	1
30	327-120	$0.70	KEY, speedo gear	standard	1
32		NA	DISTANCE PIECE	standard	1
33	461-365	NA	LOCK WASHER, spacer	overdrive	1
34	461-385	NA	NUT, spacer	overdrive	1
35	461-445	$2.85	OIL SEAL, speedo pinion	standard	1
36	433-750	NA	BUSH, speedo pinion	standard	1
37	433-760	$1.25	GASKET, speedo pinion bush	standard	1
38	433-770	NA	PINION, speedometer	standard	1
39	461-230	NA	ARM ASSEMBLY, interlocking	standard	1
40	461-560	$34.95	LAYSHAFT, for laygear, 0.645" nominal diameter	to (e)GB74719 standard GB74528 O/D	1
	441-470	$22.95	LAYSHAFT, for laygear, 0.668" nominal diameter	from (e)GB74720 standard GB74529 O/D	1
42	461-570	$329.95	LAYGEAR, #22H54	to (e)GB74719 standard GB74528 O/D	1
	461-571	$399.95	LAYGEAR, w/uprated bearings	to (e)GB74719 standard GB74528 O/D	1
	441-480	$329.95	LAYGEAR, #22H1301 use w/461-888 bearing kit	from (e)GB74720 standard GB74529 O/D	1
43	461-878	$55.95	BEARING KIT, for laygear complete w/3 bearings	to (e)GB74719 standard GB74528 O/D	1
	461-888	$69.95	BEARING KIT, for laygear complete w/4 bearings	from (e)GB74720 standard GB74529 O/D	1
43a	461-580	$20.95	TUBE, bearing spacer	from (e)GB74720 standard GB74529 O/D	1
44	461-590	$14.75	THRUST WASHER, front	to (e)GB74719 standard GB74528 O/D	A/R
45	461-600	$9.95	THRUST WASHER, rear .155"	to (e)GB74719 standard GB74528 O/D	A/R
	461-610	$13.50	THRUST WASHER, rear .157"	to (e) GB74719 std. GB74528 O/D	A/R
	461-620	$14.95	THRUST WASHER, rear .160"	to (e) GB74719 std. GB74528 O/D	A/R
	461-630	$14.95	THRUST WASHER, rear .163"	to (e) GB74719 std. GB74528 O/D	A/R

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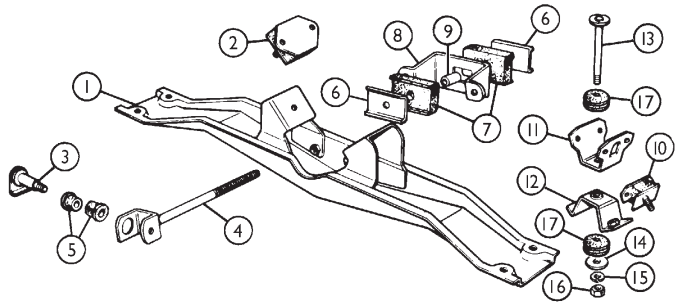
No.	Part No.	Price (each)	Description	Application	Qty. Req.
	441-520	$12.60	THRUST WASHER, front		1
	441-530	$8.95	THRUST WASHER, rear .155"	from (e)GB74720 std.	A/R
	441-540	NA	THRUST WASHER, rear .157"	GB74529 O/D	A/R
	441-550	NA	THRUST WASHER, rear .160"		A/R
	441-560	$6.00	THRUST WASHER, rear .163"		A/R
46	461-640	NA	SHAFT, reverse gear		1
47	461-780	$2.80	BOLT, reverse shaft		1
48	461-650	NA	TAB WASHER, reverse shaft		1
49	461-660	$39.95	REVERSE GEAR		1
50	330-170	NA	BUSHING		1
52	451-370	NA	MAINSHAFT	standard	1
	451-400	NA	MAINSHAFT	overdrive	1
53	461-300	$0.95	RESTRICTOR, oil		1
54	461-340	NA	THRUST WASHER, rear		1
55	461-310	$9.95	THRUST WASHER, front .157"		A/R
	461-320	NA	THRUST WASHER, front .159"		A/R
	461-330	NA	THRUST WASHER, front .161"		A/R
56	461-350	NA	PEG, front thrust washer		1
57	329-250	NA	SPRING, peg		1
58	442-500	NA	GEARBOX COVER, front		1
59	461-470	$277.95	FIRST GEAR & HUB		1
60	329-550	$0.65	BALL		6
62	329-260	$1.45	SPRING		6
63	461-490	$36.95	SYNCHRO RING, 2nd gear - brass use only where originally fitted		1
	461-495	$72.95	SYNCHRO RING, 2nd gear - steel, use w/461-480 only		1
	Note: Brass and steel synchro rings are not interchangeable and must be used only with their respective gears.				
64	461-480	NA	SECOND GEAR, improved type, use w/461-495 ring only		1
65	461-500	$55.75	BUSHING, 2nd gear		1
66	461-540	$9.75	RING, interlocking		1
67	461-510	NA	THIRD GEAR		1
68	461-530	NA	BUSHING, 3rd gear		1
69	461-520	$26.95	SYNCHRO RING, 3rd & 4th gear		2
70	461-550	NA	SLIDING HUB & DOG ASSEMBLY		1
71	461-760	$4.35	BOLT		3
72	462-410	NA	NUT		3
74	461-120	NA	FORK, 1st & 2nd gear		1
75	461-150	NA	FORK, 3rd & 4th gear		1
76	461-170	NA	FORK, reverse		1
77	461-130	NA	SHAFT, 1st & 2nd fork		1
78	461-160	NA	SHAFT, 3rd & 4th fork		1
79	461-180	NA	SHAFT, reverse		1
81	461-140	NA	DISTANCE PIECE, for shaft #461-160 (illus. #78)		1
82	329-240	$3.25	SPRING		3
83	329-520	$0.60	BALL		3
84	461-190	NA	BLOCK, sliding shaft locating		1
85	461-200	NA	SELECTOR, 1st & 2nd gear		1
86	461-210	NA	SELECTOR, 3rd & 4th gear		1
87	461-220	NA	SELECTOR, reverse gear		1
88	461-770	$2.95	BOLT, selector locating		3
89	461-080	NA	SHAFT, remote control	standard	1
	441-570	NA	SHAFT, remote control	overdrive	1
90	461-090	NA	LEVER, front selector	standard	1
	441-580	NA	LEVER, front selector		1
	441-590	NA	LEVER, intermediate selector	overdrive	1
	461-110	$5.75	BUSH, intermediate lever		1
92	461-100	NA	LEVER, rear selector	standard	1
	441-600	NA	LEVER, rear selector	overdrive	1
93	461-110	$5.75	BUSH, gearshift lever		1
94	461-860	NA	BOLT		1
95	327-030	$0.65	KEY		2
96	282-340	$6.65	GEARSHIFT BOOT		1
	228-370	$29.95	GEARSHIFT BOOT, leather	option	1
97	443-120	$16.75	CHROME RETAINER, gearshift boot		1
97a	323-555	$0.90	CHROME SCREW		4
98	443-130	NA	GEARSHIFT LEVER	standard	1
	443-140	$97.95	GEARSHIFT LEVER	overdrive	1
99	461-680*	$11.75	KNOB, reproduction of original		1

* Note: For accessory knobs, see the full color section at the front of this catalog.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
100	310-150	$0.60	NUT		1
101	443-090	$8.90	CIRCLIP		1
102	443-080	$14.95	RETAINER		1
103	443-070	$32.95	SPRING, anti-rattle		1
104	328-450	$3.95	PLUG, back-up lamp switch		A/R
105	324-145	$0.55	WASHER, plug & switch		A/R
106	140-470	$13.95	SWITCH, back-up lamp		A/R
108	441-610	NA	PLUNGER, reverse selector	standard	1
	441-620	NA	PLUNGER, reverse selector	O/D to (e)GB54405	1
	441-630	NA	PLUNGER, reverse selector	O/D from (e)GB54406	1
109	329-270	$3.95	SPRING, reverse plunger		1
111	190-580	$189.95	LEVER, clutch withdrawal		1
113	330-200	$1.60	BUSH, withdrawal lever		1
114	310-240	$0.70	NUT		1
115	190-550	$5.35	BOLT		1
116	461-010	$3.40	BOOT, clutch lever		1
117	267-040	$7.95	BREATHER		1

Gasket Sets

	296-440	$4.75	GASKET SET	standard	1
	296-498	$8.45	GASKET SET	overdrive	1



Gearbox Mounts

1		NA	CROSS MEMBER, trans. mount		1
2	413-050	$4.50	MOUNT, gearbox		2
3	413-140	$28.95	PIN, stayrod		1
	310-050	$0.60	NUT on pin		1
	324-040	$0.35	LOCKWASHER for nut		1
4	413-130	$34.95	STAYROD		1
5	280-050	$1.45	BUSH (stock rubber)	RD to (c)138400	2
	280-054	$12.95	BUSH PAIR, Prothane	1962 - '67	1
6	413-120	$4.90	PLATE, buffer		2
7	282-330	$1.85	BUFFER (stock rubber)		2
	282-335	$16.95	BUFFER PAIR, Prothane		1
8	413-100	$44.95	BRACKET, buffer		1
9	413-125	$5.95	SPACER		1
10	413-070	$6.95	MOUNT, gearbox		2
11	413-080	NA	BRACKET, upper		1
12	413-090	$59.95	BRACKET, lower		1
13	413-150	$6.45	PIN, gearbox mount		1
14	315-240	$0.35	WASHER on pin	GT to (c)139471	1
15	365-730	$0.25	LOCKWASHER	thru '67	1
16	310-140	$0.40	NUT on pin		1
17	280-055	$1.65	BUSH (stock rubber)		2
	280-056	$12.95	BUSH PAIR, Prothane		1



5 Speed Conversion Kits

There is no question that a factory overdrive unit makes a big difference to the enjoyment of driving an MGB at highway speeds. Unfortunately overdrive units are complicated and expensive to repair. As an alternative to the expense of fitting or rebuilding an overdrive unit we offer a well-engineered bolt in 5-speed gearbox conversion kit.

• Rebuilt Gearbox • Cast Alloy Bell Housing • Spigot Bushing • Rear Gearbox Cross Member and Mountings • Chrome Gear Lever Assembly • Speedometer Cable* • Driveshaft • All Bolts and Fasteners • Detailed Instructions

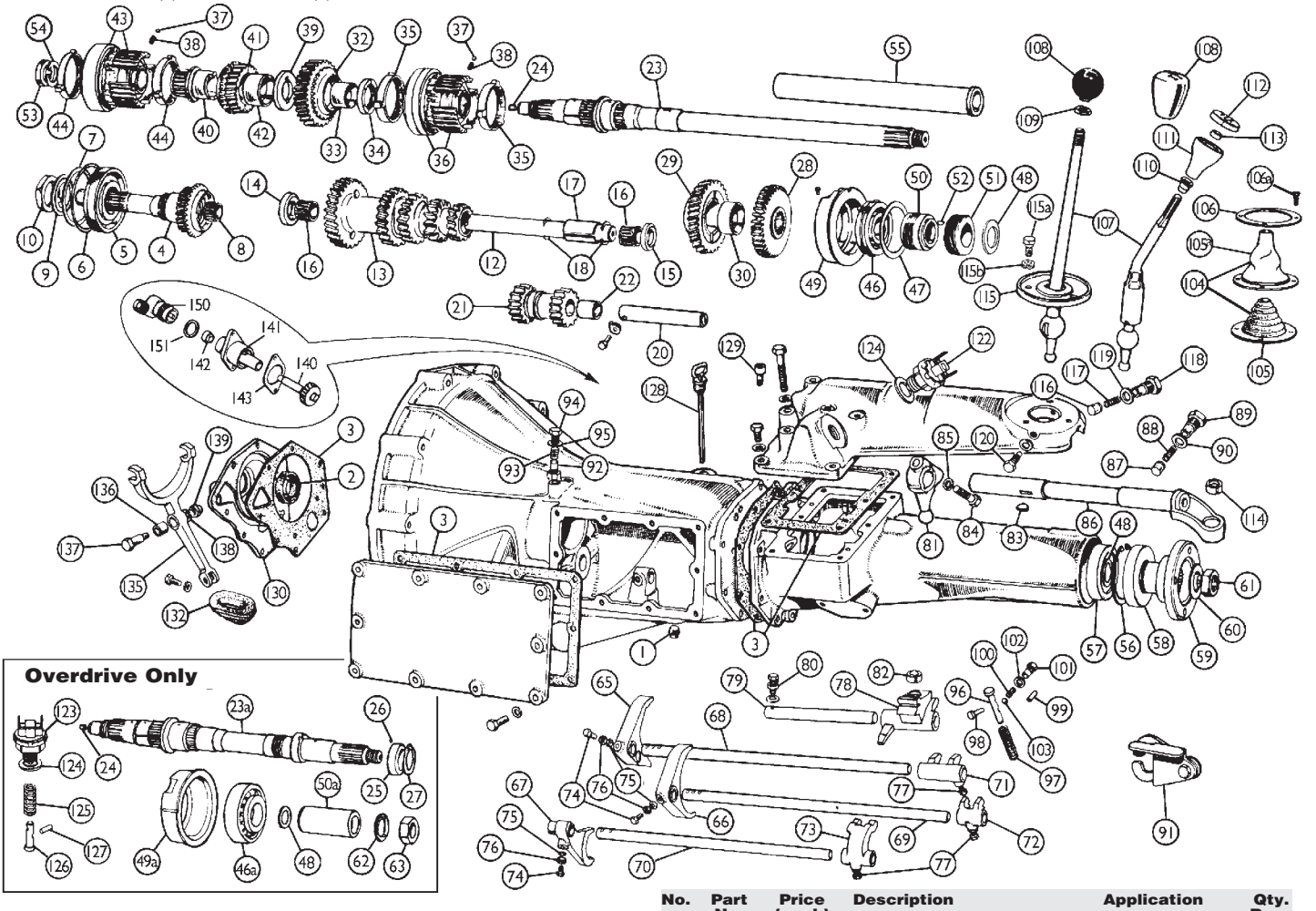
* Your speedometer will need to be recalibrated to be accurate.

MGB 3 Main 1962-'65	**440-065**	**$4049.95**	shipped by truck, freight collect
MGB 5 Main 1965-'67	**440-075**	**$4049.95**	
MGBGT 1966-'67	**440-085**	**$4069.95**	
MGB & GT 1968-'80	**440-105**	**$4119.95**	

Please contact our tech. department regarding non-original applications.

Late Gearbox

1968 - '80 RD from (c)138401/GT from (c)139472



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	328-055	$7.95	DRAIN PLUG		1
2	120-300	$1.45	OIL SEAL, front cover		1
3	296-550	$3.75	GASKET SET, transmission		1
	296-560	$0.75	GASKET, front cover		1
	296-570	$0.75	GASKET, side cover		1
	296-580	$1.15	GASKET, rear extension	standard	1
	296-590	$1.05	GASKET, overdrive adaptor	overdrive	1
	296-600	$0.80	GASKET, remote control		1
4	462-000	NA	INPUT SHAFT		1
5	620-586	$42.95	BEARING		1
6	326-740	$4.50	CLIP		1
7	462-020	$1.50	SHIM, .002"		A/R
	462-025	$1.55	SHIM, .004"		A/R
8	127-825	$8.75	BEARING		1
9	462-035	$5.95	LOCK WASHER		1
10	462-040	NA	NUT		1
12	462-050	$31.95	LAYSHAFT		1
13	462-055	$199.95	LAYGEAR		1
14	462-060	NA	THRUST WASHER, front	thru 18GK engines	1
	462-065	NA	THRUST WASHER, front	18V engines	1
15	462-070	NA	THRUST WASHER, rear .154 - .156	thru 18GK engines 1968 - '71	A/R
	462-075	NA	THRUST WASHER, rear .157 - .158		A/R
	462-045	NA	THRUST WASHER, rear .160 - .161		A/R
	462-080	NA	THRUST WASHER, rear .163 - .164		A/R
	462-085	NA	THRUST WASHER, rear .135	18V engines 1972 on	A/R
	462-090	NA	THRUST WASHER, rear .131		A/R
	462-095	NA	THRUST WASHER, rear .128		A/R
	462-100	NA	THRUST WASHER, rear .124		A/R
16	127-830	$8.75	BEARING		2
17	462-105	$0.90	DISTANCE TUBE		1
18	326-920	$0.65	CLIP		2
20	462-110	NA	SHAFT, reverse gear		1
21	462-115	$364.95	GEAR ASSEMBLY, reverse		1
22	462-120	$4.75	BUSHING, reverse rear		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
23	462-125	NA	MAINSHAFT Mainshaft is later type which must be used with late speedometer drive gears (#51) 462-275 (NA)	standard	1
23a	462-130	NA	MAINSHAFT, with cam	overdrive	1
24	461-300	$0.95	RESTRICTOR, oil	all	1
25	466-245	$64.95	CAM	overdrive	1
26	329-820	$0.65	BALL		1
27	326-930	$4.95	CIRCLIP		1
28	462-140	$109.95	REVERSE GEAR, on mainshaft		1
29	462-150	$114.95	FIRST GEAR		1
30	462-155	NA	BUSHING		1
32	462-160	$239.95	SECOND GEAR		1
33	462-165	NA	BUSHING		1
34	462-170	NA	THRUST WASHER, 2nd gear		1
35	462-220	$26.95	SYNCHRO RING, 1st & 2nd gear		2
36	462-180	$199.95	SLIDING HUB ASSEMBLY, 1st & 2nd gear		1
37	329-550	$0.65	BALL		6
38	329-840	$1.95	SPRING		6
39	462-195	$16.75	THRUST WASHER, interlocking		1
40	462-200	$69.95	DISTANCE PIECE, mainshaft		1
41	462-210	$164.95	THIRD GEAR		1
42	462-155	NA	BUSHING		1
43	462-215	$499.95	SLIDING HUB ASSEMBLY, 3rd & 4th gear		1
44	462-220	$26.95	SYNCHRO RING, 3rd & 4th gear		2
46	127-840	$23.95	BALL BEARING, mainshaft, center	standard, as fitted	1
	127-841	NA	ROLLER BEARING, mainshaft, center	standard, as fitted	1
46a	127-850	NA	BEARING, mainshaft	overdrive	1
47	462-230	NA	SHIM, .002"	standard	A/R
	462-235	NA	SHIM, .004"		A/R
48	462-240	$3.95	SHIM, .003"		A/R
	462-245	$5.95	SHIM, .005"		A/R
	462-250	$6.75	SHIM, .010"		A/R

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49	127-845	NA	HOUSING, bearing	standard	1
49a	127-855	NA	HOUSING, bearing	overdrive	1
50	462-260	NA	DISTANCE PIECE, 3rd motion shaft	standard	1
50a	462-265	$82.00	DISTANCE PIECE, 3rd motion shaft	overdrive	1
51	462-270	NA	GEAR, speedometer drive, steel	to (g)1L9709	1
	462-275	NA	GEAR, speedometer drive, nylon	from (g)1L971 thru '74	1
	462-280	NA	GEAR, speedometer drive	1975 on	1
52	327-120	$0.70	KEY, speedometer gear	to (g)1L9709	1
53	462-300	NA	NUT, mainshaft, front		1
54	462-305	$2.45	LOCKING WASHER, mainshaft, front		1
55	462-285	NA	DISTANCE TUBE	standard	1
56	326-940	NA	CIRCLIP	standard	1
57	127-900	$32.95	BEARING, mainshaft	standard	1
58	121-120	$2.45	OIL SEAL, rear	standard	1
59	462-290	NA	FLANGE	standard	1
60	462-310	$7.50	LOCK WASHER	standard	1
61	462-320	$9.95	NUT	standard	1
62	462-315	NA	LOCK WASHER	overdrive	1
63	462-325	$20.95	NUT	overdrive	1
65	462-330	$147.95	FORK, 1st & 2nd gear		1
66	462-335	$149.95	FORK, 3rd & 4th gear		1
67	462-340	NA	FORK, reverse		1
68	462-345	NA	ROD, 1st & 2nd fork		1
69	462-350	NA	ROD, 3rd & 4th fork		1
70	462-355	$13.00	ROD, reverse fork		1
71	462-360	NA	SELECTOR, 1st & 2nd gear		1
72	462-365	$27.00	SELECTOR, 3rd & 4th gear		1
73	462-370	NA	SELECTOR, reverse		1
74	461-760	$4.35	BOLT, selector fork locating		3
75	462-385	$0.30	WASHER, locking		3
76	462-410	NA	LOCKNUT		3
77	461-770	$2.95	BOLT, selector locating		3
78	462-400	NA	LEVER, selector		1
79	462-405	NA	SHAFT, selector lever		1
80	462-410	NA	LOCKNUT		1
81	462-415	$7.00	LEVER, remote control shaft		1
82	462-420	$2.45	BUSH, selector lever		1
83	327-200	$0.50	KEY		1
84	462-425	NA	BOLT, lever to shaft		1
85	365-730	$0.25	LOCK WASHER		1
86	462-435	NA	SHAFT, remote control		1
87	462-440	$2.40	PLUNGER, shaft damping		1
88	329-010	$0.65	SPRING, damping plunger		1
89	462-445	NA	CAP, plunger retaining		1
90	324-770	$1.25	WASHER, plunger retaining cap		1
91	462-450	NA	INTERLOCKING ARM		1
92	462-455	$8.95	PLUNGER, fork rod		3
93	462-460	$0.65	DETENT SPRING, plunger		3
94	848-790	NA	PLUG, plunger		3
95	462-465	$0.95	WASHER, plunger plug		3
96	462-470	NA	PLUNGER, reverse selector		1
97	329-270	$3.95	SPRING, damping plunger		1
98	462-475	NA	PIN, plunger locating		1
99	462-480	NA	PLUNGER		1
100	329-240	$3.25	DETENT SPRING, plunger		1
101	462-490	NA	PLUG, detent spring		1
102	324-626	$0.85	WASHER		1
103	329-520	$0.60	BALL		1
104	282-880*	$24.50	SHIFT BOOT, vinyl		1
105	282-890*	$6.85	GROMMET, rubber, shift lever		1
105a	228-360*	$29.95	SHIFT BOOT, leather (must use with rubber grommet no. 105)	option	1

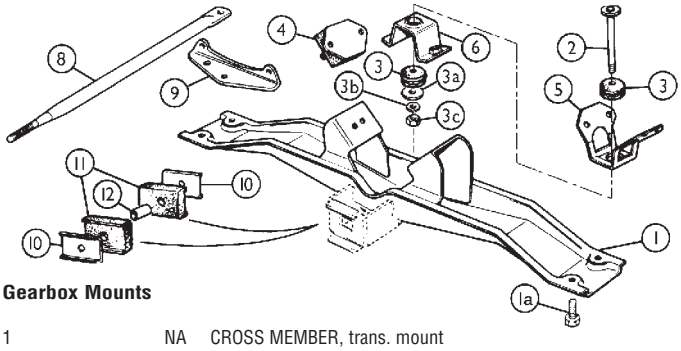
*1968-'72 MGBs were fitted only with a rubber shift boot, #282-890, while 1973-'80 MGBs were fitted with a vinyl boot, over the rubber boot ("grommet"). The later style 2-piece boot assembly can be fitted to 1968-'72 models.

106	443-115	$7.95	RETAINER, shift boot, chrome	RD to (c)393599 GT to (c)367803	1
	443-125	$10.75	RETAINER, shift boot, black	RD from (c)393600 on	1
106a	323-565	$1.30	CHROME SCREW, short	1 req. 1973-'80	1/4
	323-175	$1.45	CHROME SCREW, long	1973-'80 with console	3
107	443-135	$97.95	GEARSHIFT LEVER, straight 1968 - '76	RD to (c)410000 GT to (c)367803	1
	443-145	NA	GEARSHIFT LEVER, cranked	RD from (c)410001 on, '77 on	1
108	021-399*	$6.75	KNOB, round 1968 - '72	RD to (c)294250 GT to (c)296000	1
	462-500	NA	KNOB, "pear" shaped	RD from (c)294251 to 410000 GT from (c)296001 on	1
109	462-510	$1.40	NUT, knob retaining	RD to (c)410000 GT to (c)367803	1

*All 1968-'76 gearshift knobs are interchangeable.
Accessory knobs are listed in the color section at the front of this catalog.

110	462-520	$7.95	CONE		1
111	462-525	$104.95	KNOB BASE		1
112	462-530	$6.85	CAP, shift knob, non O/D		1
	141-215	$24.50	COVER & SWITCH ASS'Y., O/D	RD from (c)410001 on	1
	141-320	$13.75	SWITCH, overdrive	1977 - '80	1
	141-322	$0.60	SCREW, switch retaining		2
	141-315	$10.95	COVER, shift knob & switch, O/D		1
113	462-535	$5.95	NUT, knob retaining		1
114	461-110	$5.75	BUSH, shift lever		1
115	462-545	NA	COVER, lever seat		1
115a	462-495	$2.95	BOLT for cover		3
115b	315-180	$0.45	SPRING WASHER		3
116	462-440	$2.40	PLUNGER, shift lever damping		1
117	329-010	$0.65	SPRING		1
118	462-445	NA	CAP		1
119	324-770	$1.25	WASHER		1
120	462-550	NA	LOCATING PIN, shift lever		1
122	140-470	$13.95	SWITCH, reverse light		1
123	140-470	$13.95	SWITCH, overdrive isolation	overdrive	1
124	324-145	$0.55	WASHER	overdrive uses 2	1/2
125	462-555	NA	SPRING	overdrive	1
126	462-560	NA	PLUNGER, isolation switch	overdrive	1
127	462-475	NA	PIN, plunger locating	overdrive	1
128	462-570	NA	DIPSTICK		1
129	267-040	$7.95	BREATHER		1
130	462-580	NA	FRONT COVER		1
132	461-010	$3.40	BOOT, clutch lever, oval		1
	461-015	$9.95	BOOT, clutch lever, square		1
135	462-590	$79.95	LEVER, clutch		1
136	330-200	$1.60	BUSH		1
137	190-550	$5.35	BOLT, clutch lever		1
138	324-725	$0.95	WASHER, clutch lever bolt		1
139	310-240	$0.70	NUT, clutch lever bolt		1
140	462-600	NA	PINION, speedometer, non-overdrive	thru '74	1
	462-605	NA	PINION, speedometer, non-overdrive	1975 on	1
141	433-750	NA	HOUSING, pinion, non-overdrive		1
142	461-445	$2.85	OIL SEAL		1
143	433-760	$1.25	GASKET, housing, non-overdrive		1
150	021-511	$39.95	ADAPTOR, speedometer drive, non-overdrive		1
151	324-720	$0.85	WASHER, adaptor, non-overdrive		1

Copper washer, #324-720 was factory fitted to ensure that the drive shaft of the speedo angle drive did not bottom out in the speedo drive pinion, causing premature wear and failure. These washers are often missing, but should always be fitted!



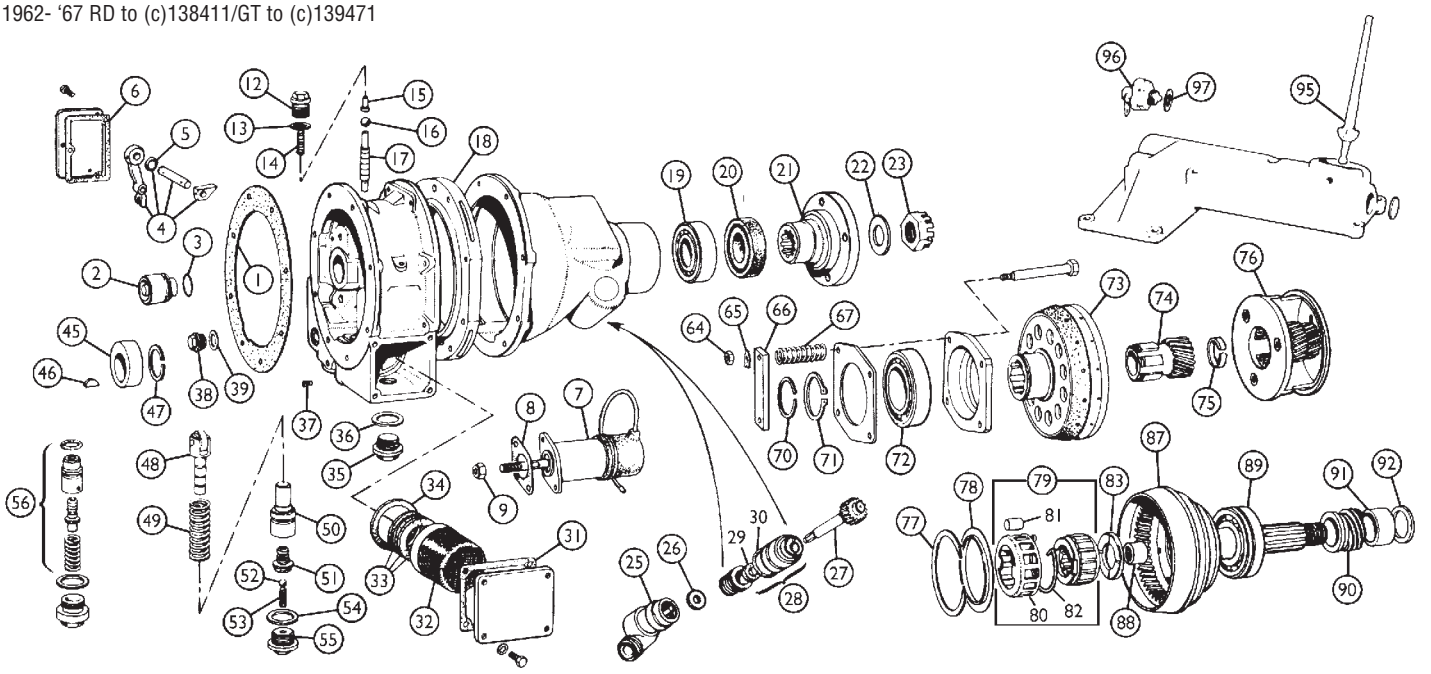
Gearbox Mounts

1		NA	CROSS MEMBER, trans. mount		1
1a	322-050	$0.55	BOLT, crossmember mounting		4
2	413-150	$6.45	PIN, gearbox mount	RD from (c)138401 on (1968-on) all GT	1
3	280-055	$1.65	BUSH (small ends face each other)		2
3a	315-240	$0.35	WASHER on pin		1
3b	365-730	$0.25	LOCKWASHER		1
3c	310-140	$0.40	NUT on pin		1
4	413-050	$4.50	MOUNT, gearbox		2
5	413-055	$49.95	BRACKET, upper		1
6	413-095	$69.95	BRACKET, lower		1
8	413-135	NA	ROD, engine restraint	RD from (c)341295 on GT from (c)341730	1
9	413-110	NA	BRACKET		1
10	413-120	$4.90	PLATE, buffer		2
11	282-330	$1.85	BUFFER		2
12	413-125	$5.95	SPACER		1

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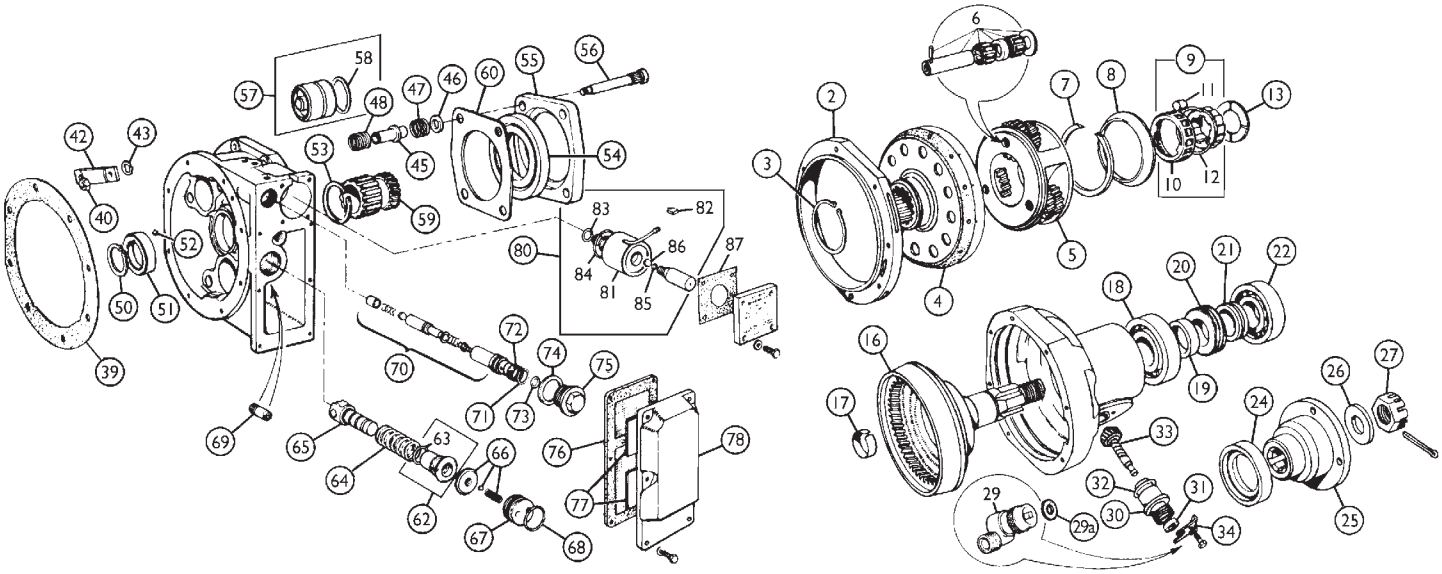
Early Overdrive

1962- ‘67 RD to (c)138411/GT to (c)139471



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Type “D” Overdrive					
	Note: Overdrive electrical components are listed on page 86.				
1	466-200	$1.45	GASKET, replacement		1
2	466-510	NA	OPERATING PISTON		2
3	466-515	$0.75	O-RING		2
4	466-520	NA	LEVER ASSEMBLY, valve operating		1
5	866-030	$0.45	O-RING		1
6	466-530	$1.15	GASKET		1
7	145-730	$33.75	SOLENOID		1
8	466-540	$1.65	GASKET		1
9	310-100	$0.45	NUT, solenoid adjusting		1
12	866-090	$23.70	PLUG, operating valve		1
13	435-567	$1.25	WASHER		1
14	866-080	$4.45	SPRING		1
15	866-070	$6.95	PLUNGER		1
16	329-510	$0.65	BALL		1
17	466-575	NA	OPERATING VALVE		1
18	466-580	NA	BRAKE RING		1
19	125-900	$14.50	BEARING, annulus rear		1
20	121-110	$3.75	OIL SEAL		1
21	466-590	NA	FLANGE		1
22	324-290	$0.95	WASHER		1
23	310-570	$3.75	NUT		1
25	021-511	$39.95	ANGLE BOX, speedometer drive		1
26	324-720	$0.85	WASHER		1
27	466-605	NA	PINION, speedometer drive		1
28	466-610	$79.95	BEARING ASSEMBLY, speedometer drive		1
29	520-015	$2.90	OIL SEAL		1
30	466-615	$0.65	O-RING		1
31	466-620	$1.65	GASKET		1
32	466-625	$36.80	FILTER		1
33	866-220	$14.60	MAGNETIC RING, set of 3		1
34	466-635	NA	SEALING PLATE		1
35	466-640	$19.75	DRAIN PLUG		1
36	466-350	$0.50	WASHER		1
37	466-760	NA	SCREW, non-return valve retaining		1
38	466-765	NA	PLUG, solenoid adjusting nut	to O/D 25/63308/3110	1
	466-770	NA	ADJUSTING SCREW & LOCK NUT	from O/D 25/63308/3111	1
39	370-650	$0.79	WASHER		1
45	466-650	NA	CAM, pump operating		1
46	327-120	$0.70	KEY		1
47	466-655	$5.95	SPRING RING		1
48	466-660	NA	PLUNGER ASSEMBLY, pump		1
49	866-130	$8.65	SPRING		1
50	466-670	NA	PUMP BODY		1
51	466-675	NA	VALVE ASSEMBLY, non-return		1
52	329-600	$0.65	BALL		1
53	466-780	NA	SPRING		1
54	466-350	$0.50	WASHER		1
55	466-785	NA	PLUG, non-return valve		1
56	466-680	NA	RELIEF VALVE ASSEMBLY		1
64	310-760	$0.50	NUT		4
65	466-210	NA	TAB WASHER		4
66	466-690	NA	BRIDGE		2
67	466-695	$25.95	SPRING SET		1
70	466-790	NA	SNAP RING, sun gear retaining		1
71	466-795	NA	SNAP RING, bearing housing		1
72	127-880	$36.95	BEARING		1
73	466-700	NA	CLUTCH MEMBER		1
74	466-710	$73.00	SUN WHEEL		1
75	466-720	NA	SPRING RING		1
76	466-730	NA	PLANET GEAR & CARRIER ASSEMBLY		1
77	466-030	$7.75	SNAP RING, clutch		1
78	466-035	NA	OIL THROWER		1
79	466-055	$174.95	CLUTCH ASS’Y., unidirectional		1
80	466-045	NA	CAGE, unidirectional clutch		1
81	866-598	$12.95	ROLLER SET		1
82	866-610	$0.75	SPRING	orig. ass’y. only	1
83	866-620	$19.95	WASHER		1
87	466-750	NA	ANNULUS		1
88	127-890	NA	BEARING		1
89	127-000	$42.95	BEARING		1
90	466-810	NA	GEAR, speedometer driving		1
91	466-820	NA	SPACER		A/R
92	466-830	NA	WASHER, adjusting .105”		A/R
	466-835	NA	WASHER, adjusting .100”		A/R
	466-840	NA	WASHER, adjusting .095”		A/R
	466-845	NA	WASHER, adjusting .090”		A/R
95	443-140	$97.95	SHIFT LEVER, overdrive only		1
96	140-470	$13.95	SWITCH, overdrive isolation		1
97	324-145	$0.55	WASHER for switch		A/R

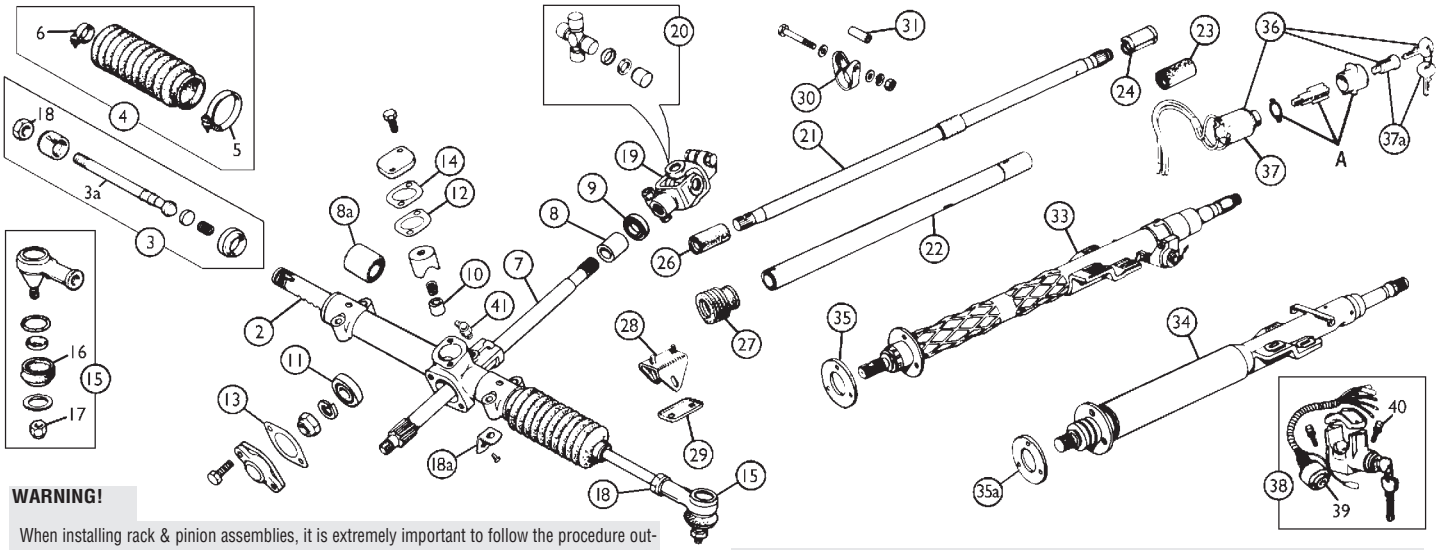
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Type "LH" Overdrive					
	Note: Overdrive electrical components are listed on page 86.				
	466-000	$699.95	OVERDRIVE UNIT, rebuilt	1968 - '74, 22/61972	1
		NA	OVERDRIVE UNIT	1975 - '80, 22/62005	1
2	466-010	$64.95	BRAKE RING		1
3	326-955	NA	CIRCLIP		1
4	466-015	NA	SLIDING MEMBER		1
5	466-025	NA	PLANET GEAR & CARRIER ASSEMBLY		1
6	466-020	$159.95	BEARING ASSEMBLY, planet gears (6 bearings, 3 axles, 3 washers)		1
7	466-030	$7.75	CAGE SPRING RING		1
8	466-035	NA	OIL THROWER		1
9	466-055	$174.95	CLUTCH ASS'Y., unidirectional		1
10	466-045	NA	CAGE, unidirectional clutch		1
11	866-598	$12.95	ROLLER SET		1
12	866-610	$0.75	SPRING	orig. ass'y. only	1
13	866-620	$19.95	THRUST WASHER		1
16	466-070	NA	ANNULUS		1
17	466-075	NA	SPRING RING, on mainshaft		1
18	866-630	$20.75	BEARING		1
19	466-090	NA	SPACER		1
20	466-400	$67.75	GEAR, speedometer	units marked 22/61972	1
	466-410	NA	GEAR, speedometer (orig type)	units marked 22/62005	1
	466-420*	$94.95	GEAR, speedometer (OEM repl.)*	units marked 22/62005	1
*Replacement gear ass'y. 466-420 replaces orig. gear 466-410 and spacers #19 and #21.					
21	466-100	$11.00	SPACER, .360"		A/R
	466-105	NA	SPACER, .365"		A/R
	466-110	NA	SPACER, .370"		A/R
	466-115	NA	SPACER, .375"		A/R
	466-120	NA	SPACER, .380"		A/R
	466-125	NA	SPACER, .385"		A/R
22	525-150	$11.50	BEARING		1
24	121-125	$2.90	OIL SEAL, rear casing		1
25	466-140	NA	FLANGE		1
26	466-145	NA	WASHER		1
27	311-070	NA	NUT		1
29	021-511	$39.95	ANGLE BOX, speedometer drive		1
29a	324-720	$0.85	WASHER		1
30	433-755	$34.95	BEARING ASSEMBLY, speedometer		1
31	461-445	$2.85	OIL SEAL		1
32	462-620	$0.50	O-RING		1
33	462-610	$39.95	PINION, speedo. (21 teeth)	units marked 22/61972	1
	462-615	$39.95	PINION, speedo. (20 teeth)	units marked 22/62005	1
34	466-180	$6.95	LOCKPLATE		1
39	466-200	$1.45	GASKET		1
40	310-765	$1.35	NUT, self-locking		4
42	466-215	NA	BRIDGE PIECE		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
43	326-960	NA	CIRCLIP, thrust rod		4
45	466-225	NA	THRUST ROD		4
46	466-230	NA	WASHER, thrust rod		4
47	466-235	NA	SPRING, clutch engagement		4
48	466-240	$14.75	SPRING, clutch release		4
50	326-930	$4.95	CIRCLIP		1
51	466-243	NA	CAM, for mainshaft w/keyway slot		1
	466-245	$64.95	CAM, for mainshaft drilled for ball		1
	466-247	NA	KEY, for mainshaft w/keyway		1
52	329-820	$0.65	BALL, for mainshaft drilled for ball		1
53	466-250	$7.85	SNAP RING		1
54	866-470	$62.95	THRUST BEARING		1
55	466-260	NA	HOUSING, thrust bearing		1
56	466-265	NA	PIN, bearing housing		4
57	466-270	NA	PISTON ASSEMBLY		2
58	866-420	$0.45	O-RING		2
59	466-280	NA	SUNWHEEL		1
60	466-285	NA	BEARING RETAINER PLATE		1
62	466-290	$41.75	BODY ASSEMBLY, pump		1
63	290-915	$0.55	O-RING, pump body		1
64	466-300	NA	SPRING, pump plunger		1
65	466-305	$99.95	PLUNGER, pump		1
66	466-310	$19.95	NON RETURN VALVE		1
67	466-315	NA	PLUG, pump		1
68	462-620	$0.50	O-RING, pump plug		1
69	466-325	NA	SUCTION TUBE, pump		1
70	466-330	$109.95	VALVE, relief and low pressure		1
71	290-925	$0.45	O-RING		1
72	466-340	$9.75	FILTER, relief valve body		1
73	290-930	$0.45	O-RING		1
74	466-350	$0.50	WASHER, relief valve plug		1
75	466-355	NA	PLUG, relief valve		1
76	466-360	$8.75	FILTER & GASKET		1
77	466-365	$6.75	MAGNET SET		1
78	466-370	NA	SUMP		1
80	466-375	$179.95	SOLENOID VALVE KIT		1
81	466-380	$49.95	COIL ASSEMBLY, solenoid		1
82	290-950	$3.45	GROMMET		1
83	290-935	$0.75	O-RING		1
84	290-940	$0.40	O-RING		1
85	290-945	$1.45	O-RING		1
86	329-820	$0.65	BALL		1
87	296-610	$0.95	GASKET		1

Steering



WARNING!

When installing rack & pinion assemblies, it is extremely important to follow the procedure outlined in the factory workshop manual, particularly in regard to the alignment of the pinion shaft. Failure to do so can result in pinion shaft breakage and consequent total steering failure.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-618	$239.95	RACK & PINION ASSEMBLY KIT *	RD to (c)360300	1
	453-619	$219.95	RACK & PINION ASSEMBLY (chrome bumpered cars)	GT to (c)361000	1
	453-638	$259.95	RACK & PINION ASSEMBLY KIT *	RD from (c)360301	1
	453-627	$219.95	RACK & PINION ASSEMBLY (rubber bumpered cars)	GT from (c)361001	1
2	263-340	NA	STEERING RACK		1
3	260-520	NA	TIE ROD ASS'Y. KIT, steering rack		2
3a	263-360	$59.95	TIE ROD		2
4	263-380	$14.90	RACK SEAL & CLAMP SET, aftermarket		1
	263-280	NA	RACK SEAL, aftermarket		2
5	262-180	$2.95	CLAMP, rack seal, replacement, large		2
6	117-015	$2.95	CLAMP, rack seal, replacement, small		2
	326-328	$1.95	CLAMP, rack seal, orig. type, small		2
7	263-350	NA	STEERING PINION (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	1
	263-355	NA	STEERING PINION (rubber bumpered cars)	RD to (c)360301 GT from (c)361001	1
8	260-300	NA	BUSH, pinion		1
8a	260-360	$58.95	BUSH, steering rack		1
9	262-035	$2.85	OIL SEAL, pinion		1
10	262-190	$27.95	DAMPER PAD		1
11	125-010	$36.95	BEARING, pinion		1
12	263-810	NA	SHIM, .0024"		A/R
	263-815	$7.85	SHIM, .005"		A/R
	263-820	NA	SHIM, .010"		A/R
13	263-800	$1.45	GASKET, end cover		1
14	263-805	$2.25	GASKET, top cover		1
15	263-390	$16.95	TIE ROD END, pair (not incl. with steering rack assy's.)		1
16	263-400	$1.95	BOOT, tie rod end		2
17	021-634	$0.75	NUT		2
18	310-810	$1.25	LOCKNUT		2
18a	263-130	$5.95	SHIM, aligning		A/R
19	263-090	$119.95	U-JOINT ASS'Y., replacement (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	1
	263-095	$59.95	U-JOINT ASS'Y. (rubber bumpered cars)	RD from (c)360301 on GT from (c)361001 on	1
20	263-265	$34.65	U-JOINT, Hardy-Spicer (OEM)	RD to 360300	1
	263-260	$8.95	U-JOINT, aftermarket (chrome bumpered cars)	GT to 361000	1
21	453-550	NA	INNER COLUMN	RD to (c)138401	1
22	453-560	NA	OUTER COLUMN	GT to (c)139472	1
23		NA	BUSH (not avail.-use #24)	1962 - '67	1

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

* Kits include rack & pinion assembly and installation kit 453-628 (alignment tool, shims, and illustrated instructions). New Rack & Pinion assemblies are permanently lubricated with lithium grease. Instructions must be followed to prevent failure. These steering racks do not include outer tie rod ends #15.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	263-410	$4.45	BEARING, upper, nylon		1
26	263-420	$3.85	BUSH ("bearing"), lower, felt		1
27	280-880	$4.75	DRAFT EXCLUDER	RD to (c)138401	1
28	263-530	NA	BRACKET, lower column	GT to (c)139472	1
29	263-540	$5.40	BLANKING PLATE	1962 - '67	1
30	263-120	$19.95	CLAMP		2
31	263-300	$5.75	DISTANCE PIECE		2
33	263-550	NA	STEERING COLUMN, complete (1968-'69)	RD from (c)138401 to 187210 GT from (c)139472 to 187840	1
	263-560	NA	STEERING COLUMN, complete (1970-mid '74)	RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	263-570	$289.95	STEERING COLUMN, complete (1974-1/2 - '76)	RD from (c)360301 to 410000 GT from (c)361001 on	1
34	263-580	$184.95	STEERING COLUMN, complete	RD from (c)410000 on, 1977-on	1
35	263-590	$2.95	SEAL, column to toe board	RD from (c)138801 to 410000 GT from (c)139284 on	1
35a	263-595	NA	SEAL, column to toe board	RD from (c)410001 on	
36	263-600*	NA	IGNITION SWITCH ASS'Y.	RD from (c)138401 to 187210	1
37	542-077*	$13.75	IGNITION SWITCH	GT from (c)139472 to 187840	1
37a	163-500*	$10.95	LOCK BARREL w/ 2 keys	1968-'69	1

*U.S.-spec column mounted ignition switches are locking-type. Ignition switch #542-077 is similar to the original, but has spade terminals in place of the wires of the original switches. To use this replacement switch, three wires approximately 14" long must be attached to the switch with female Lucar connectors (#161-520). To connect the other ends of these wires to your harness, use wire tips, #162-200 and connectors, #162-000. Parts marked "A" in the illustration are no longer available and must be re-used from your old switch assembly.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
38	263-610†	$57.75	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
39	263-655•	NA	IGNITION SWITCH	1970 - '72	1
	263-640†§	$99.95	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)294251 to 328100 GT from (c)296001 to 328800	1
	263-690§	$29.95	IGNITION SWITCH (repl.)	1973	1
	263-665•	NA	IGNITION SWITCH (orig. assy.)		1
	263-640†	$99.95	STEERING LOCK & SWITCH ASSEMBLY (repro.)	RD from (c)328101, 1974 on GT from (c)328801	1
	263-690	$29.95	IGNITION SWITCH		1
	163-337	NA	KEY BLANK, replacement	for repro. 263-640 only	A/R
40	263-700	$3.75	SHEAR BOLT, '70 on	RD from (c)187211 on GT from (c)187841 on	2
41	021-722	$1.35	OIL FITTING		1

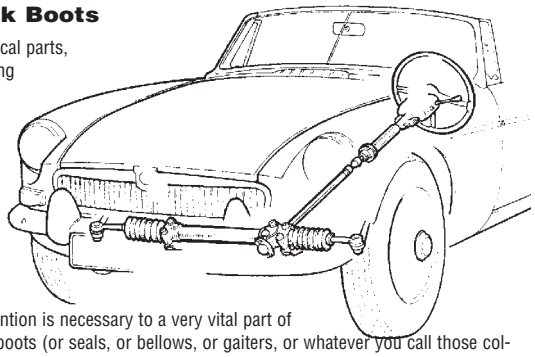
† Note: Locks are supplied with two keys.

•These switches fit only their respective original assemblies.

§ Wiring on switch has a moulded plug which must be removed and replaced with bullet connectors, part #162-200 (6 required).

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Steering Rack Boots



Like so many mechanical parts, rack-and-pinion steering requires two things to work efficiently: the presence of oil and the absence of water and dirt. Given these two conditions, a steering assembly should last hundreds of thousands of miles. However, periodic attention is necessary to a very vital part of the steering: the rack boots (or seals, or bellows, or gaiters, or whatever you call those collapsible rubber things on each end of the rack). If these are split and leaking oil, the life of the rack-and-pinion is diminished every time you drive the car, especially if you drive on wet or dusty roads.

While the boots themselves are relatively inexpensive, many owners put off replacing the bad ones because a) it is a dirty job, and b) they know it will upset their steering alignment. The simple answers to these objections are a) but someone has to do it, and b) not necessarily. If your alignment is correct and your steering wheel is centered (see tech tip in the next column on this page), following the procedure outlined below will get you your new boots fitted without the need for realignment.

1. Jack up the front of the car and position two jack stands under the chassis.
2. Center the steering wheel in the dead ahead position.
3. Place a strip of masking tape on the front of each tire's tread. Mark each piece of tape and measure exactly between the marks. Write down the measurement.
4. Remove one wheel.
5. Loosen the tie rod lock nut.
6.Remove the nut holding the tie rod end to the steering arm.
7. Use a tie rod end separator or a "tuning fork" (aka. "pickle fork") to separate the tie rod end from the steering arm. If using a "tuning fork", try not to rip the rubber boot nor scar the steering arm. Alternatively, hold a heavy (2 - 3 lb.) hammer or similar hard heavy object against one side of the "ring" end of the steering arm where the tie rod end is mounted, and sharply strike the opposite side with a lighter hammer. The tie rod end should then pop out of its tapered seat in the steering arm. (Tie rod end service tools are available at most automotive parts suppliers and tool suppliers.)
8. Unscrew the tie rod end, noting exactly how many turns it takes to get it off, then unscrew the lock nut. (An error of less than 1/2 turn will upset the alignment.)
9. Undo the clamps on the old boot, remove the boot.
10. Clean off all the dirt and old oil or grease.
11. Install the new boot; don't tighten the small clamp yet.
12. Replace the lock nut on the tie rod, then screw the tie rod end back the number of turns it took to get it off.
13. Reassemble the tie rod end to the steering arm.
14. Replace the wheel.
15. Check that the steering wheel is still centered exactly as it was when you started.
16. Measure between the tape marks. Adjust the tie rod in or out of the end until the measurement is exactly what you started with.
17. Tighten the tie rod lock nut, then the small boot clamp.
18. Repeat for the other side.
19. Fill the steering rack with SAE 90 gear oil, as per your shop manual. Using grease will not do! (Replacement racks are pre-lubricated, cannot be re-lubricated in service.)



Upper Steering Column Bearing Kit, 1973-'80

This will solve upper steeering column looseness and noise. Since installation is an involved process, fully illustrated instructions are included.
Fits MGB steering columns from 1973-'80.
384-940 $96.95



Steering Rack Installation Kit

Safely install your steering rack and avoid the possibility of dangerous mis-alignment which can fracture your steering rack pinion shaft! Our alignment tool duplicates the function of the factory tool shown in your workshop manual. Kit includes alignment tool pictured above, 5 rack shims, and illustrated instructions. (Included with Rack & Pinion Assembly Kits.)
453-628 $39.95

Steering Wheels



Tourist Trophy Steering Wheels

Hand crafted steering wheels employ the finest bicolored wood laminations or leather over aircraft quality aluminum frames. Personalize your car with these classic steering wheels. Simply choose the wheel you want and, then order the correct hub for your car.

Wood Rim Steering Wheels

489-070	$299.95	14" with 3 Drilled Matte Spokes
489-060	$299.95	15" with 3 Drilled Matte Spokes
489-090	$299.95	15" with 3 Drilled Matte Spokes, extra thick rim
489-080	$299.95	15" with 3 Slotted Matte Spokes

Leather Rim Steering Wheels

489-040	$249.95	14" with 3 Drilled Black Spokes
489-030	$249.95	14" with 3 Drilled Matte Spokes
489-020	$249.95	15" with 3 Drilled Black Spokes
489-020	$249.95	15" with 3 Drilled Matte Spokes
489-050	$249.95	15" with 3 Slotted Black Spokes

Adaptor Hubs with Emblems (pictured in the color accessory section)

454-366	$119.95	MGB 1962-'67 - with 46mm enamelled emblem
905-468	$149.95	MGB 1968-'69 - with 46mm enamelled emblem
905-482	$95.95	MGB 1970-'76 - with 46mm enamelled emblem
905-486	$95.95	MGB 1977-'80 - with 46mm enamelled emblem



MGB Wood Rim Steering Wheel

Styled like the original, but crafted in rich solid wood with beautifully chromed spokes. The beefy rim is in keeping with modern trends for comfort on long trips. Installs in minutes. Includes hub and centerpiece.

263-728 **$259.95** 1970 -'76
263-758 **$259.95** 1977-'80



MGB Limited Edition Wheel

Excellent reproduction of the hand-stitched padded leather wheel originally fitted to the '79-'80 Limited Edition MGB. Use your original "LE" hub or the reproduction assembly. (The "conversion kit" allows you to fit the LE wheel to 1970-'76 MGBs, something you can't do with an original LE hub.) Surround, motif, and hub are included.

LE Wheel only **263-740** **$219.95**

LE Wheel Assembly (wheel, hub, centerpiece) 1977-80
263-748 **$259.95**

LE Wheel Conversion Kit for 1970-'76
263-738 **$259.95**



Classic Steering Wheel by Tourist Trophy

A slightly thicker rim than our other classic wooden wheels for a more positive grip (aprox. 28mm or 1.1" in diameter). It also features non-glare matte finished spokes and rich solid Mahogany wood. This wheel will fit any of our classic steering wheel Adaptor Hubs listed to the left on this page.
489-090 **$299.95**

Steering Wheel Nut Socket

Fits 1962-67 MGBs.
384-906 **$29.95**













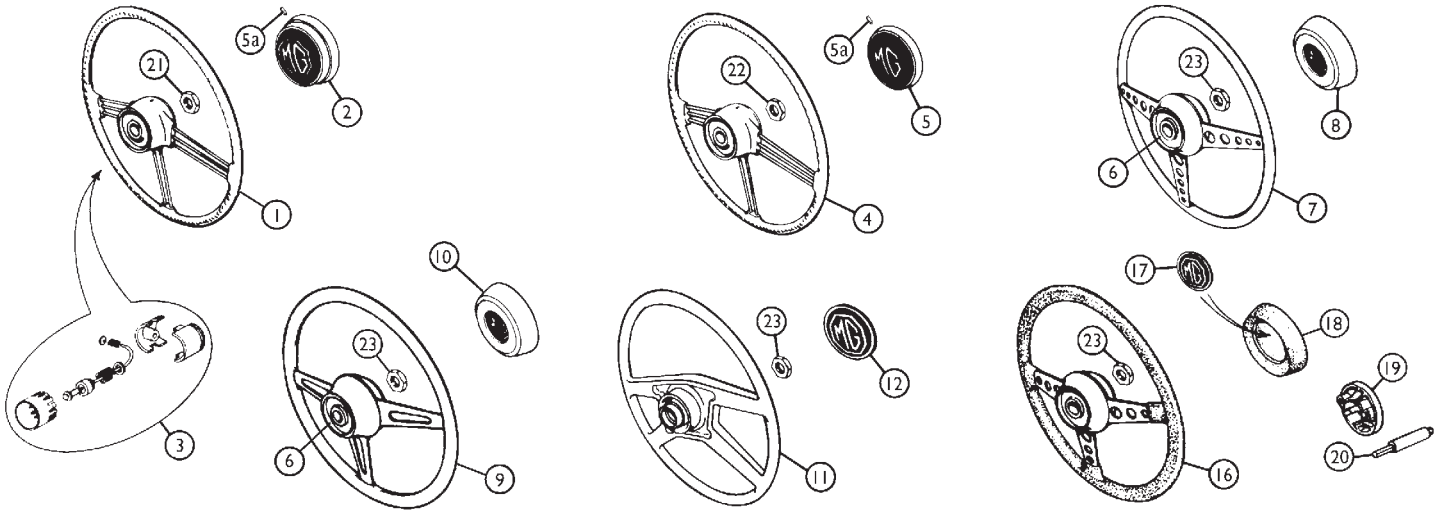


The MGB LE Collection

453-775	$14.95	Aluminum "Limited Edition" Dash Plaque
263-748	$259.95	LE steering wheel ass'y. (Fits all 1977-80 MGB) See above for details.
263-738	$259.95	LE steering wheel conversion ass'y. (Fits all 1970-76 MGB) See above for details.
215-730	$67.95	Body side Strip Kit
475-180	$149.95	Front Air Dam

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

462-750	$159.95	Alloy road Wheel (repro. with UK-spec. red center medallion) MORE INFO ONLINE
408-281	$15.75	Medallion for road wheel (UK-spec., red)
408-280	$5.25	Medallion for Road Wheel (U.S.-spec., black)
462-760	$2.45	Spring Clip for road wheel medallion
264-990	$17.25	Black "LE" Lugnut
264-991	$15.95	Chrome "LE" Lugnut
229-905	$10.95	"LE" Keyfob
219-815	$18.95	"LE" Hat, Black & Silver



MGBs in wet climates often suffer stiff steering because the kingpins lack lubrication. With the front end jacked up, you should be able to easily spin the steering wheel from lock to lock by pushing and pulling the road wheel from side to side. If your steering moves stiffly, lube the upper and lower king pin bushings while working the wheel from lock to lock. If it does not free up, a king pin overhaul is in order.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	454-340	$289.95	STEERING WHEEL 1962 - '67	RD to (c)138400 GT to (c)139283	1
2	408-220	$84.95	HORN PUSH/CENTERPIECE ASS'Y.	RD to (c)138400 GT to (c)139471	1
3	263-745	$44.95	SLIP RING & HORN CONTACT 1962 - '67	RD to (c)138400 GT to (c)139471	1
4	263-840	NA	STEERING WHEEL	RD from (c)138401 to 187210	1
5	408-225	$39.95	MOTIF	GT from (c)139473 to 187840	1
	667-425	$0.90	CLIP, for motif	1968 - '69	3
5a	725-100	NA	SCREW, horn push retaining	1962-'69	3

Centering Your Steering Wheel

If your steering wheel is not perfectly centered, you can correct it without too much effort. First, you need to make sure all your tire pressures are set correctly, then find a wide, flat, traffic-free area (such as a deserted parking lot). When you drive "hands-off", the front wheels will assume their most centered position because of the caster that is built into the steering. On a cambered road, there will be a slight pull from the road's camber, so you need a flat road for best results.

When you have determined the exact position of the steering wheel with the car going straight ahead, you can begin the centering procedure. If it is more than an inch or so off at the rim, start by checking whether your wheel is mounted on splines or a type with keyway. If it has splines, try getting it closer to center by moving it on the splines. If it is the keyway type, check whether any of the other connections in the steering column can be repositioned to center the wheel better.

Final centering can now be done by adjusting the lengths of the tie rods. If the wheel is off to the right, you can move it counterclockwise by shortening the left tie rod and lengthening the right one. If it is off to the left, shorten the right tie rod and lengthen the left one. Count the number of turns so that you move each tie rod the same amount, to preserve your toe-in setting. Small increments move the steering wheel rim a surprising amount, so make your adjustments little by little. Drive the car after each adjustment to see where the wheel now centers itself. When it is dead-center, make sure you remember to tighten the lock nuts on the tie-rods.

If your toe-in is correct before you start the centering procedure, you can save having to readjust it by placing two pieces of tape on the front tire treads and measuring the distance across them before you start loosening the tie rods. As you do your centering adjustments, make sure the distance between the tapes remains exactly the same.

6	263-707	$78.95	HUB, steering wheel	1970-76	1
7	263-710†	NA	STEERING WHEEL †	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
8		NA	MOTIF, 1970 (use 408-275 as repl.)	RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
	408-275	$57.95	HORN PUSH/CENTERPIECE ASS'Y.,1971 - '76	RD from (c)219001 to 410000 GT from (c)219001 on	1
9	263-720†	NA	STEERING WHEEL † 1973 - '76	RD from (c)294251 to 410000 GT from (c)29600 on	1
10	408-275	$57.95	HORN PUSH/CENTERPIECE ASS'Y.,1972 - '76	RD from (c)258001 to 410000 GT from (c)258001 on	1
11	263-730†	NA	STEERING WHEEL, 1977 on †	Standard Edition, RD from (c)410001 on	1
12		NA	MOTIF, 1977 (use 408-280)	RD from (c)410001 to 447000	1
	408-280	$5.25	MOTIF, 1978 - '80	RD from (c)447001 on	1
16	263-748	$259.95	"L.E." STEERING WHEEL ASS'Y.	Limited Edition, RD from (c)410001 on 1977-80	1
	263-740	$219.95	"L.E." STEERING WHEEL		1
	263-707	$78.95	HUB, "L.E." steering wheel		1
17	408-280	$5.25	MOTIF		1
18	408-290	$21.95	BOSS, for motif		1
19	263-755	$16.95	SLIP RING, horn	RD/GT from (c)219001	1
20	263-750	$6.75	BRUSH, horn	to 410000, 1971 - '76	1
21	263-080	$7.95	NUT, steering wheel, 1962 - '67	RD to (c)138400, GT to (c)139471	1
22	263-085	$12.40	NUT, steering wheel 1968 - '69	RD from (c)138401 to 187210 GT from (c)139472 to 187840	1
23	263-785	$4.45	NUT, steering wheel 1970 - '80	RD from (c)187211-on GT from (c)187841-on	1

† See LE Conversion Kit on facing page for optional fitment.

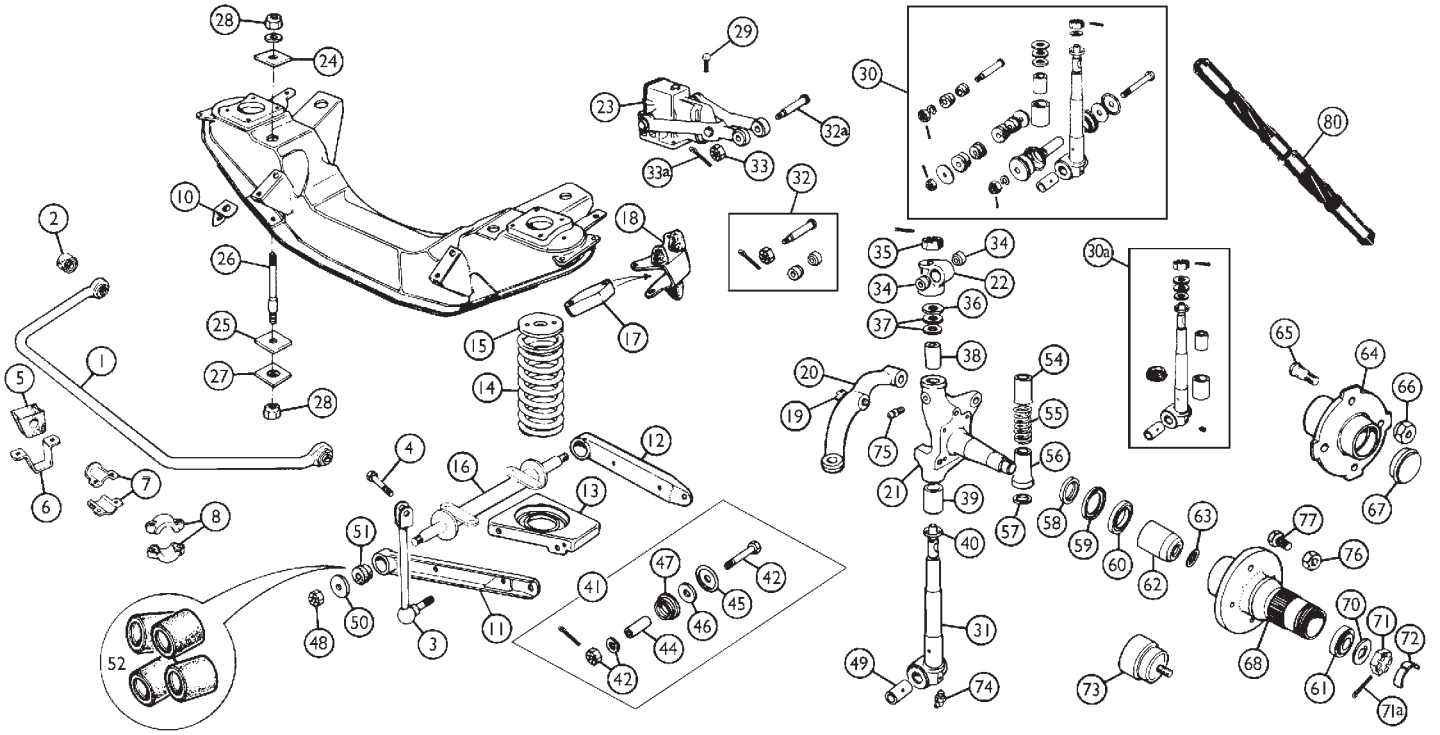
Gift Certificates



Don't know what to give that special British sports car lover in your life? How about a Gift Certificate from their favorite parts supplier? Moss gift certificates are available in any amount you choose, and are easily redeemed by simply mailing them back to us.

(Sports Car Owners: Why not give several to yourself as a "savings account" for that long term restoration you have planned?) Contact your Moss Motors Sales Advisor for details.

Front Suspension



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1		NA	SWAY BAR - see listings on facing page		1
2	280-910	$3.75	BUSH, sway bar		2
3	264-840	$16.75	LINK, R/H, sway bar		1
	264-830	$16.75	LINK, L/H, sway bar		1
4	322-110	$1.00	BOLT, sway bar to link		2
	311-305	NA	NUT for bolt		2
5	280-920	$1.85	RUBBER MOUNT (9/16")	RD to (c)360300 '62 -'74 1/2	2
	021-767	$1.40	RUBBER MOUNT (5/8")	RD from (c)360301 on, all GT	2
	280-915	$1.95	RUBBER MOUNT, for 3/4" competition bars		2
6	263-430	$1.45	BRACKET, rubber mount		2
7	263-778	$4.95	LOCATOR PAIR w/hardware	RD to (c)360300 '62 - '74 1/2	2
8	267-958	$27.95	LOCATOR PAIR w/hardware	RD from (c)360301 on, all GT	2
10	263-130	$5.95	SHIM, steering rack alignment		A/R
11	264-035	$15.95	WISHBONE ARM, R/H front	with sway bar fitted	1
	264-030	$15.95	WISHBONE ARM, L/H front	with sway bar fitted	1
12	264-020	$16.95	WISHBONE ARM, R/H & L/H rear	with sway bar fitted	2
	264-020	$16.95	WISHBONE ARM, all positions	sway bar not fitted	4
13	264-280	$38.95	SPRING PAN		2
14	264-375	$34.95	COIL SPRING	RD to (c)293445	2
	264-380	$59.95	COIL SPRING	RD from (c)293446 on	2
	264-391	$119.95	COIL SPRING PAIR	GT to 361000	1
	264-380	$59.95	COIL SPRING	GT from (c)361001 on	2
15	263-450	$22.95	SPIGOT, spring locating		2
16	264-270	$57.95	PIVOT, wishbone		2
17	264-060	$5.75	DISTANCE PIECE		2
18	266-550	$9.95	BUFFER, rebound		2
19	322-445	$7.65	BOLT, steering lever		4
20	264-460	NA	STEERING LEVER, R/H		1
	264-470	NA	STEERING LEVER, L/H		1
21	264-430	NA	SWIVEL AXLE, R/H, w/bushes fitted		1
	264-440	NA	SWIVEL AXLE, L/H, w/bushes fitted		1
22	264-450	$57.95	TRUNNION, suspension link		2
23	264-360	$244.95	SHOCK ABSORBER, new		2
	264-361	$319.95	SHOCK ABSORBER, UPRATED, new		2
	264-365	$124.95	SHOCK ABSORBER, rebuilt		2
		$125.00	CORE CHARGE FOR 264-365 SHOCK ABSORBER		
24	264-900	$1.45	MOUNTING PAD, upper (with lip)	all	4
25	264-905	$1.25	MOUNTING PAD, lower	to 1974 1/2	4
	264-900	$1.45	MOUNTING PAD, lower front	1974 1/2 - '80	2
	264-905	$1.25	MOUNTING PAD, lower rear	1974 1/2 - '80	2
26	264-910	$24.95	BOLT, cross-member	ft. & rear '62-'74, rear '74 1/2-'80	4/2
	264-945	$28.95	BOLT, cross-member, front	1974 1/2 - '80	2
27	264-915	$1.45	PLATE		4
28	310-400	$0.90	NUT, cross-member bolt		8
29	320-125	$1.25	BOLT, shock absorber	chrome bumper cars	8
	320-115	$0.95	BOLT, shock absorber	rubber bumper cars	8

No.	Part No.	Price (each)	Description	Application	Qty. Req.
30	264-408	$159.75	MAJOR SUSPENSION KIT, for 2 sides. Includes all items marked * as listed below. (1 kit does both sides)		1
30a	264-418	$109.95	KING PIN SET, as illus. Incl. items marked † below.		1
31		*† NA	KING PIN		2
32	031-390*	$9.95	FULCRUM PIN & BUSH KIT (for one side)		2
32a	263-440*	$3.25	FULCRUM PIN		2
33	310-330*	$1.20	NUT, slotted		2
33a	325-330	$0.30	COTTER PIN		2
34	282-305*	$3.45	BUSH, fulcrum pin		4
35	264-960*†	$6.95	NUT		2
36	264-920*†	$4.95	THRUST WASHER		2
37	264-925*†	NA	ADJUSTMENT WASHER, .052 - .057"		A/R
	264-930*†	$1.95	ADJUSTMENT WASHER, .058 - .063"		A/R
	264-935*†	$1.95	ADJUSTMENT WASHER, .064 - .069"		A/R
38	330-400*†	$7.95	BUSH, upper	Must be reamed.	2
39	330-410*†	$7.95	BUSH, lower	Must be reamed. See pg. 47 for reamer	2
40	264-940*†	$0.70	SEALING RING		2
41	263-455*	$17.50	LOWER TRUNNION KIT	(for one side)	2
42	321-558*	$6.95	BOLT, NUT & LOCKWASHER SET		2
44	264-070*	$4.25	DISTANCE TUBE		2
45	264-010*	$0.95	SEAL SUPPORT		4
46	324-510*	$0.95	THRUST WASHER		4
47	280-580*†	$0.95	SEAL		4
48	310-410*	$1.65	NUT		4
49	330-140*†	$6.95	BUSH, lower pin	Must be reamed.	2
50	264-510*	$0.95	RETAINING WASHER		4
51	281-398*	$8.75	BUSHING SET, 8 rubber bushes		1
52	280-498	$10.75	BUSHING SET, MGB-GT V-8 (see facing page for details.)	replaces 281-398	1
	263-428	$9.95	DUST TUBE KIT		2
54	263-460	$6.50	TUBE, dust excluder, top		2
55	031-276	$0.90	SPRING, dust excluder		2
56	263-465	$5.75	TUBE, dust excluder, bottom		2
57	264-975	$0.90	SEALING RING		2
58	264-950	$19.85	COLLAR, oil seal		2
	125-840	$16.75	BEARING KIT		2
59	120-610	$2.75	OIL SEAL, hub		2
60	126-000	$9.95	BEARING, inner hub		2
61	126-100	$7.75	BEARING, outer hub		2
62	264-620	$15.95	SPACER, bearing		2
63	263-508	$9.95	SHIM KIT (Incl. 2 ea. .030" & .010, 4 ea. .003 & .005 shims)		1
	263-500	$0.95	SHIM, front hub .003"		A/R
	263-510	$0.95	SHIM, front hub .005"		A/R
	263-520	$0.95	SHIM, front hub .010"		A/R
	263-525	$0.95	SHIM, front hub .030"		A/R

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
64	264-480	NA	HUB ASSEMBLY, disc wheel		2
65	264-490	$5.95	STUD, disc wheel		8
66	264-500	$1.95	NUT, wheel stud	standard disc wheel	8
	264-980	$2.45	NUT, wheel stud, chrome	Rostyle wheel	8
	264-990	$17.25	NUT, wheel stud, black	"Limited Edition" wheel	8
67	264-515	$10.45	CAP, grease retaining		2
68	264-850	$139.95	HUB, R/H, wire wheel	} RD to (c)30850 fine thread (12 t.p.i.)	1
	264-860	$139.95	HUB, L/H, wire wheel		1
	264-870	$129.95	HUB, R/H, wire wheel	} RD from (c)30851, all GT coarse thread (8 t.p.i.)	1
	264-880	$129.95	HUB, L/H, wire wheel		1
70	264-955	$1.45	WASHER, bearing retaining		2
71	310-820	$5.95	NUT, bearing retaining		2
71a	325-442	$0.70	COTTER PIN		2
72	264-410	$13.95	CUP, grease retaining, wire wheel	RD to (c)30850	2
73	662-030	$5.95	CUP, grease retaining, wire wheel	RD from (c)30851, all GT	2
74	328-505*†	$0.95	GREASE NIPPLE, angled		2
75	328-530*†	$1.85	GREASE NIPPLE, straight		4
76	310-075	$0.45	NUT, rotor to hub		8
77	320-115	$0.95	BOLT, rotor to hub		8
80	386-370	$249.95	REAMER, kingpin bushes		1

MGB GT V-8 A-Arm Bushings



Originally supplied by the factory for the MGB GT V-8, these steel/rubber combination bushes positively locate your front suspesion's lower a-arms. Set of four bushes replace the eight rubber ones which deteriorate so quickly. instructions included.

(1 set required per car.) **280-498** **$10.75**

See "Performance" section in the color pages at the front of this catalog for more uprated bushings and bushing sets.



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.

(8 required.) **280-485** **$2.95 each**

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.)

Trunnion to Shock Bush (4 required) **282-315** **$3.45 ea**
Rear Shackle Pin Bush (8 required) **267-545** **$4.95 ea.**
Rear Axle Seating Pad (4 required) **267-555** **$6.95 ea.**

Kingpin Reamer



An original factory kingpin reaming tool ensures that swivel pin bushes are perfectly aligned. This is a great addition to any complete tool collection! Your local club should keep one handy for general club use. **386-370** **$249.95**



Uprated & Lowered Front Springs

See "Performance" Section in the full color pages at the beginning of this catalog.

Front Suspension



Sway Bars

Front sway bars are a major influence in how your MGB handles. While the chart below indicates basic recommendations, the following observations should also be considered in selecting a sway bar.
1. Increasing the bar diameter will reduce body roll and understeer. Too strong a bar will again allow understeer to develop, and increase suspension harshness.
2. Larger tires & wheels may allow use of a larger bar due to the increased unsprung weight.
3. The amount of load transferred by the sway bar (ie., its stiffness) is proportional to the cross-sectional area, as shown in the chart below. It is easily seen that a small increase in bar diameter produces a large increase in the load transfer capacity.

			Dia.	lbs/in	% increase
9/16" Ft. Sway Bar		NA	9/16"	50	0
5/8" Front Sway Bar	**454-965**	**$159.95**	5/8"	60	120
3/4" Front Sway Bar	**454-945**	**$139.95**	3/4"	137	280
7/8" Front Sway Bar	**454-955**	**$159.95**	7/8"	228	450

The following mounting kits allow installation of front sway bars on cars to which sway bars were not originally fitted. These kits include two wishbone arms (with reinforced holes for mounting the sway bar links), two sway bar links, two mounting bushes with brackets, and hardware.

Installation Kit for 5/8" Sway Bar **454-978** **$94.95**
Installation Kit for 3/4" Sway Bar **454-948** **$79.95**
Installation Kit for 7/8" Sway Bar **454-958** **$99.95**

Solid Sway Bar Mounts



These competition-designed machined aluminum mounts are great for road use as well. Some increase in road noise can be expected. Due to the positioning of the tapped holes, some adaption may be required to obtain correct alignment of the mounting bolts. Sold as a pair.

For 7/8" Sway Bars **263-445** **$69.95**
For 3/4" Sway Bars **263-435** **$69.95**



Rebuilt Swivel Assemblies

Rebuild the front end of your car the easy way with this great kit which includes RH and LH swivel assemblies and required spacers, bushes and hardware. Don't forget to order new front wheel bearings if your old ones are any less than absolutely perfect.

264-468 **$399.95** SWIVEL ASS'Y. KIT
$275.00 CORE CHARGE



Negative Camber Wishbone Arm Set

Fitting these longer wishbone arms produces negative camber in the front suspension, improving turn-in for quicker, safer cornering; highly recommended for all road cars, and essential for competition cars. Once these are installed, toe must be adjusted to 1/8" to 3/32" toe-in.

264-038 (set of 4) **$94.95**



Heavy-Duty Shock Valves

About 25% stiffer than stock ones, these competition shock valves are just the ticket for improved road holding. Sold individually.

MGB Front Shock Valve **264-345** **$36.95**
MGB Rear Shock Valve **267-975** **$29.95**

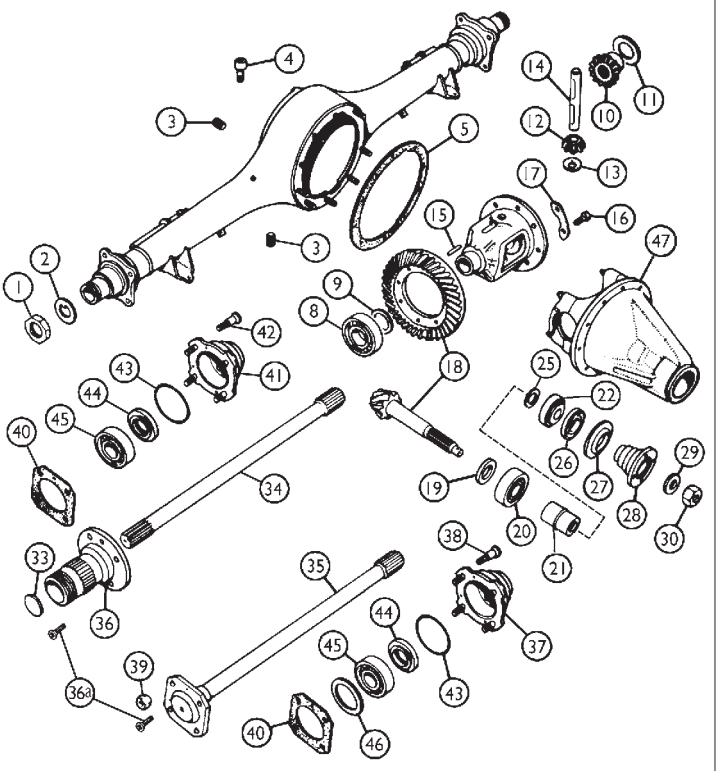


Moss Shock Absorber Fluid

Don't risk damaging your shocks with the wrong type of hydraulic oil! Our shock fluid is formulated specifically for British Girling and Armstrong lever action shock absorbers. The durable plastic bottle has a convenient flip-open pouring spout for easy shock refills. 16 fluid oz.

220-304 **$20.95**

Early Rear Axle



No.	Part No.	Price (each)	Description	Application	Qty. Req.

Banjo Type Axle

Prior to 1965, all roadsters were fitted with banjo type axles. From 1965 thru '67, (c)123716 thru 132922, roadsters were fitted with either banjo or tubed type rear axles. No MGB-GTs were fitted with banjo type axles.

1	267-430	$21.95	NUT, R/H side, R/H thread	1
	267-440	$24.95	NUT, L/H side, L/H thread	1
2	267-450	$2.40	WASHER	2
3	319-060	$2.85	PLUG, oil drain & filler	2
4	267-040	$7.95	BREATHER	1

Remember to clean the breather on top of your rear axle every so often. (It just unscrews from the axle housing.) If it gets clogged, pressure builds up inside the axle, causing oil to be forced past the pinion and hub seals.

5	296-200	$0.95	GASKET	1
8	127-700	$43.95	BEARING, carrier	2
9	267-150	$2.50	WASHER, bearing packing .002"	A/R
	267-155	$2.50	WASHER, bearing packing .003"	A/R
	267-160	$2.50	WASHER, bearing packing .004"	A/R
	267-170	$2.50	WASHER, bearing packing .006"	A/R
	267-175	$2.55	WASHER, bearing packing .010"	A/R
10	267-090	NA	GEAR, differential	2
11	267-140	$4.75	THRUST WASHER, differential gear	2
12	267-100	NA	PINION, differential	2
13	267-130	$2.95	THRUST WASHER, differential pinion	2
14	267-110	$39.95	PIN, pinion	1
15	267-120	NA	PEG, pinion pin	1
16	320-640	$1.85	BOLT, crown wheel to carrier	8
17	267-220	$4.15	TAB WASHER	4
18		NA	GEAR SET, repl. (3.909:1), standard	1
	267-187	$599.95	GEAR SET, repl. (4.55:1), optional	1
	266-320	$699.95	GEAR SET (4.875:1), optional	1
	267-180	NA	GEAR SET (4.300:1), optional	1
19	267-320	$34.95	THRUST WASHER, pinion .126"	A/R
	267-310	$34.95	THRUST WASHER, pinion .124"	A/R
	267-300	$34.95	THRUST WASHER, pinion .122"	A/R
	267-290	$34.95	THRUST WASHER, pinion .120"	A/R
	267-280	$19.75	THRUST WASHER, pinion .118"	A/R
	267-270	$34.95	THRUST WASHER, pinion .116"	A/R
	267-260	$34.95	THRUST WASHER, pinion .114"	A/R
	267-250	$34.95	THRUST WASHER, pinion .112"	A/R

No.	Part No.	Price (each)	Description	Application	Qty. Req.
20	125-600	$68.95	PINION BEARING, inner		1
21	267-230	$45.95	SPACER		1
22	125-805	$34.50	PINION BEARING, outer		1
25	267-330	$1.95	SHIM, outer bearing .004"		A/R
	267-340	$1.95	SHIM, outer bearing .006"		A/R
	267-345	$2.60	SHIM, outer bearing .008"		A/R
	267-350	$2.95	SHIM, outer bearing .010"		A/R
	267-360	$2.95	SHIM, outer bearing .012"		A/R
	267-370	$2.95	SHIM, outer bearing .020"		A/R
	267-380	$2.95	SHIM, outer bearing .030"		A/R
26	120-800	$2.45	OIL SEAL, pinion		1
27	267-240	NA	DUST COVER		1
28	267-390	$149.95	FLANGE		1
29	324-100	$0.35	WASHER		1
30	310-570	$3.75	NUT		1
33	328-260	$0.90	PLUG	wire wheel	2
34	453-350	$199.95	AXLE SHAFT	wire wheel	2
35	453-395	$509.95	AXLE SHAFT	disc wheel	2
36	267-740	$139.95	EXTENSION, R/H, wire wheel	RD to (c)30850	1
	267-750	$139.95	EXTENSION, L/H, wire wheel	12 t.p.i.	1
	267-760	$139.95	EXTENSION, R/H, wire wheel	RD from (c)30851to 132922	1
	267-770	$139.95	EXTENSION, L/H, wire wheel	8 t.p.i.	1
36a	323-255	$0.70	SCREW, flange to hub		2
37	267-790	NA	HUB	disc wheel	2
38	267-795	NA	STUD	disc wheel	8
39	264-500	$1.95	NUT, wheel stud (std. wheels)	disc wheel	8
	264-980	$2.45	NUT, wheel stud (Rostyle wheels	disc wheel	8
40	296-100	$0.75	GASKET	all	2
41	267-800	NA	HUB	wire wheel	2
42	267-805	NA	STUD	wire wheel	8
	125-860	$54.95	BEARING KIT		2
43	121-400	$1.65	"O" RING		2
44	120-900	$3.25	OIL SEAL		2
45	127-600	$43.95	BEARING, hub		2
46	267-420	$44.95	SPACER	disc wheel	2
47	267-050	NA	CASING, differential		1

To **convert from disc to wire wheels,** complete rear axle assemblies can be interchanged without difficulty. However, disc and wire axles (half-shafts) will not interchange. Remember that early cars had fine thread (12 t.p.i.) knock-offs, late cars were coarse (8 t.p.i.).

A **common cause of oversteer** is incorrect tire pressures. MGB rear tires should always be set 3 lbs. higher than the front tires, or 5 lbs. higher when traveling with a loaded trunk. Remember, never mix bias ply tires with radials.



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 pinion flange #28 **520-500 $47.95**
for hub seal (end of axle tube) **520-520 $49.95**

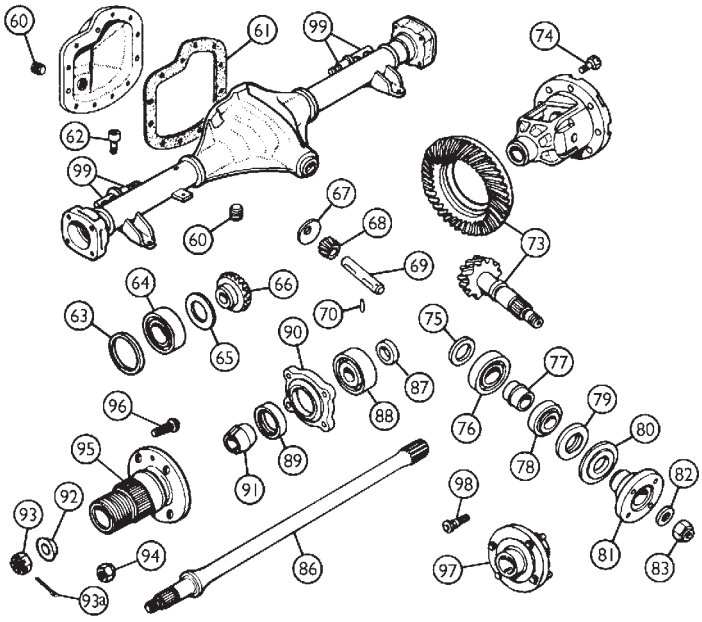
Hub Nut Socket



Special 8-sided 1-61/64" socket for the rear axle hub nuts (illus. no. 1 above) of the banjo type axles. This invaluable tool is a modern and affordable replacement for the hard to find and very expensive Churchill tool #18G152. (This socket has a 3/4" square drive hole, so you will need an adaptor unless you have 3/4" drive tools.)

Fits banjo axles only!
384-905 $46.95

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No.	Part No.	Price (each)	Description	Application	Qty. Req.

MGB rear axle assemblies are rugged, long-wearing units. However, with high mileage, they develop a very annoying and expensive sounding "clunk". The good news is that the clunk is usually caused by worn-out, inexpensive differential thrust washers (illus. #65 and particularly illus. # 67). Replacement is fairly easy, but does require that the rear cover plate and axle half shaft be removed. If you've eliminated all other sources of rear axle clunk, ie., loose wheels, shock absorbers, rear axle u-bolts and u-joints, this simple project will be rewarding and minimize the chance of developing serious and expensive rear axle problems.

Tubed Type Axle

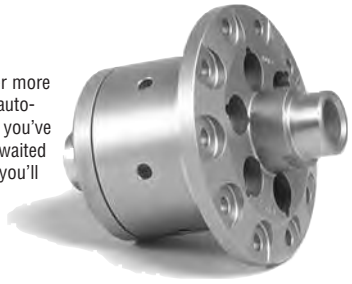
From 1965 thru '67, (c)123716 thru 132922, roadsters were fitted with either banjo or tubed axles. After this, roadsters were fitted with tubed type axles. All GTs were fitted with tubed type axles.

60	319-060	$2.85	PLUG, oil drain & fill	
61	296-210	$1.35	GASKET	1
62	267-040	$7.95	BREATHER	1
63	267-810	NA	DISTANCE COLLAR .149"	A/R
	267-815	NA	DISTANCE COLLAR .147"	A/R
	267-820	NA	DISTANCE COLLAR .145"	A/R
	267-825	NA	DISTANCE COLLAR .143"	A/R
	267-830	NA	DISTANCE COLLAR .141"	A/R
	267-835	NA	DISTANCE COLLAR .139"	A/R
	267-840	NA	DISTANCE COLLAR .137"	A/R
	267-845	NA	DISTANCE COLLAR .135"	A/R
	267-850	NA	DISTANCE COLLAR .133"	A/R
	267-855	NA	DISTANCE COLLAR .129"	A/R
	267-860	NA	DISTANCE COLLAR .127"	A/R
	267-865	NA	DISTANCE COLLAR .125"	A/R
	267-870	NA	DISTANCE COLLAR .123"	A/R
	267-875	NA	DISTANCE COLLAR .121"	A/R
	267-880	NA	DISTANCE COLLAR .119"	A/R
	267-885	NA	DISTANCE COLLAR .117"	A/R
	267-890	NA	DISTANCE COLLAR .115"	A/R
64	127-710	$22.95	BEARING, carrier	2
65	267-140	$4.75	THRUST WASHER, differential gear	2
66	267-095	$239.95	GEAR, differential	2
67	267-130	$2.95	THRUST WASHER, differential pinion	2
68	267-100	NA	PINION, differential	2
69	267-115	$29.75	PIN, pinion	1
70	267-125	$0.80	PEG, pinion pin	1
73	267-195	$599.95	GEAR SET, 11/43 (3.909:1)	1
74	267-895	NA	BOLT, crown wheel to carrier	8
75	267-900	NA	THRUST WASHER, pinion .222"	A/R
	267-905	NA	THRUST WASHER, pinion .220"	A/R
	267-910	NA	THRUST WASHER, pinion .218"	A/R
	267-915	NA	THRUST WASHER, pinion .216"	A/R
	267-920	NA	THRUST WASHER, pinion .214"	A/R
	267-925	NA	THRUST WASHER, pinion .212"	A/R
	267-930	NA	THRUST WASHER, pinion .210"	A/R
	267-935	NA	THRUST WASHER, pinion .208"	A/R
76	125-610	$46.95	PINION BEARING, inner	1
77	125-615	$19.95	SPACER, collapsible	1
78	125-810	$18.95	PINION BEARING, outer	1
79	120-810	$4.85	OIL SEAL	1
80	125-620	NA	DUST COVER	1
81	125-625	NA	FLANGE	1
82	125-630	NA	WASHER	1
83	125-635	$6.95	NUT	1
86	453-380	$299.95	AXLE SHAFT	disc wheel 2
	453-370	$349.95	AXLE SHAFT	wire wheel 2
87	125-640	$15.75	SPACER, bearing	2
	125-850	$28.95	BEARING KIT	2
88	128-000	$32.95	BEARING, hub	2
89	120-700	$3.95	OIL SEAL	2
90	125-650	NA	CAP, hub bearing	2
91	266-030	$34.95	COLLAR, oil seal	2
92	125-665	$9.65	COLLAR, axle shaft	2
93	125-670	$8.95	NUT, axle shaft	2
93a	325-443	$0.60	COTTER PIN	2
94	264-500	$1.95	NUT, wheel stud	disc wheel (not Rostyle) 8
	264-980	$2.45	NUT, wheel stud	Rostyle 8
	264-990	$17.25	NUT, wheel stud	Limited Edition wheel 8
95	267-720	$129.95	HUB EXTENSION, R/H	wire wheel 1
	267-730	$129.95	HUB EXTENSION, L/H	wire wheel 1
96	264-490	$5.95	STUD	wire wheel 8
	310-400	$0.90	NUT, hub extension	wire wheel 8
97	125-690	$149.95	HUB (does not include studs)	disc wheel 2
98	125-685	$3.95	STUD	disc wheel 8
99	321-000	$6.95	PIN for check strap (welded installation required)	2

A simple tool for removing the rear axle drain and filler plugs can be made by buying a 5/8" diameter bolt, cutting it off to leave a 3/4" long shank, then grinding or filing suitable flats to fit inside the plug. Used with a wrench, this works perfectly. To prolong the life of your rear end gears, check the oil level occasionally. (Especially if your seals are leaking!) Always use hypoid 90 gear oil.

Removal of the rear axle nut on wire wheel cars requires the use of a 1-5/16" socket with an outside diameter of no more than 1.8"

Limited Slip Differentials



Quaife gear type limited slip differentials deliver more engine power to the ground. Great for racing, autocrossing, driving in the snow or just for fun. If you've ever turned a corner, stepped on the gas, and waited while the inside rear wheel spins ineffectively, you'll appreciate the advantages of a limited slip diff. Installation requires no more work than rebuilding a standard differential. These use hypoid 90 gear oil.

267-055 MGB/MGC (tube type axle housing) $1645.00
(267-055 will accept 3.9 and 3.7 gearsets only)
267-065 MGB (banjo axle housing) $1829.00

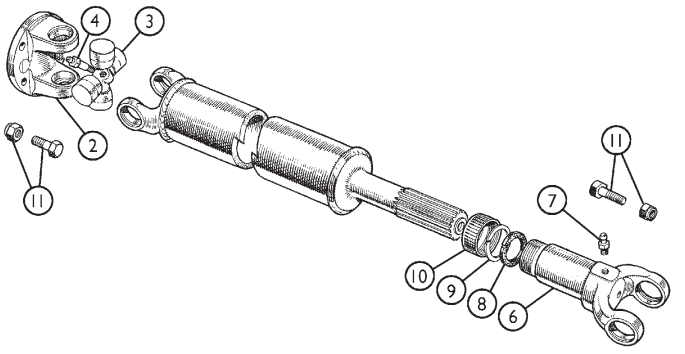


Rear Axle Puller (tubed type axles)

This tool substitutes for the factory tool 18G284D called for in the workshop manual to remove axle shafts from the housing. Must be used with a slide hammer fitted with a hook (the workshop manual charmingly refers to the slide hammer as an "impulse extractor").

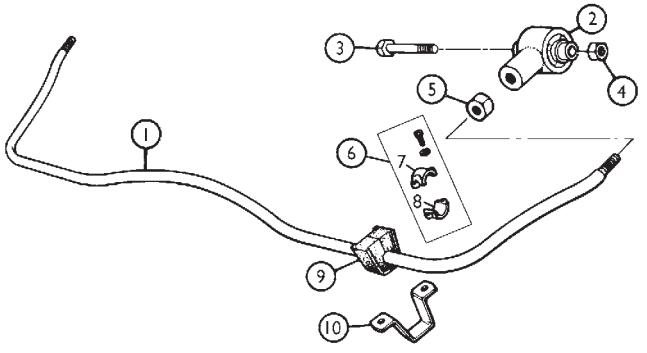
384-945 $27.95

Drive Shaft & Suspension



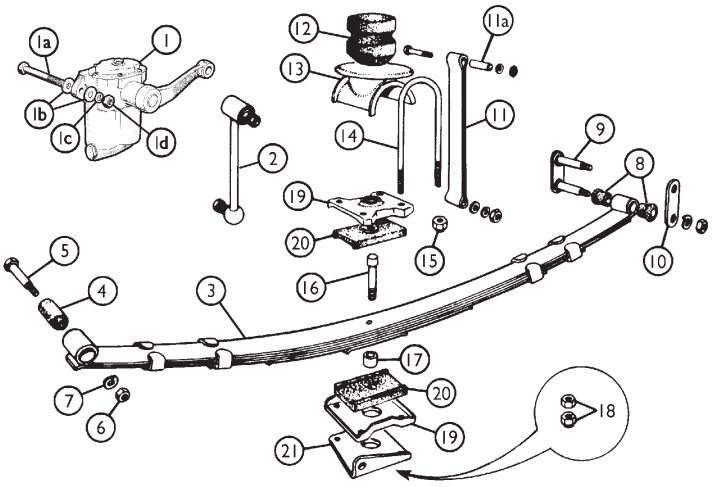
No.	Part No.	Price (each)	Description	Application	Qty. Req.
Drive Shaft					
	268-080	$199.95	DRIVE SHAFT ASS'Y., 30" std.	banjo type axle	1
	268-090	$179.95	DRIVE SHAFT ASS'Y., 31.125" O/D	banjo type axle	1
	268-090	$179.95	DRIVE SHAFT ASS'Y., 31.125" std.	tubed type axle	1
	268-100	$199.95	DRIVE SHAFT ASS'Y., 32" O/D	RD/GT to (c)138400	1
	268-090	$179.95	DRIVE SHAFT ASS'Y., 31.125"	RD/GT from (c)138401 on	1
2	268-010	$29.95	FLANGE, yoke		2
3	268-060	$19.95	U-JOINT, Hardy-Spicer brand (OE)		2
	268-061	$11.95	U-JOINT, aftermarket		2
4	328-540	$1.85	GREASE FITTING		2
6	268-020	$44.95	SLEEVE, yoke		1
7	328-530	$1.85	GREASE FITTING		1
8	268-040	NA	SEAL, cork	(use new cap ass'y. #10)	1
9	268-045	NA	WASHER, steel		1
10	268-035	$7.95	CAP (includes improved seal, does not use washer)		1
11	321-858	$4.95	BOLT & NUT SET, front & rear	RD/GT to (c)138400	2
	321-848	$11.95	BOLT & NUT SET, front	RD/GT from (c)138401 on	1
	321-858	$4.95	BOLT & NUT SET, rear	RD/GT from (c)138401 on	1

Particularly after wet weather, U-joints on MGB drive shafts tend to fail suddenly. The usual indication is a high metallic "scrunching" sound when you accelerate, often accompanied by a vibration at speed. U-joints are relatively inexpensive so, to save the hassle of frequent drive shaft removal, always replace both joints. Always remember to align the two fixed yokes on the drive shaft with each other, if they are not in the same plane, severe vibration can occur. Driveshafts usually have stamped arrows on the sleeve to indicate correct assembly. If yours does not, mark before disassembling.



Rear Sway Bar
RD from (c)410001 on - 1977 on
(not recommended for use on earlier cars)

1	267-940	NA	SWAY BAR	1
2	267-950	$26.95	END FITTING	2
3	266-580	$1.75	BOLT	2
4	021-634	$0.75	NUT	2
5	310-490	$0.95	JAM NUT	2
6	267-958	$27.95	LOCATOR KIT (upper & lower locators & hardware)	2
7	267-955	NA	LOCATOR, upper	2
8	267-960	$7.00	LOCATOR, lower	2
9	267-970	$1.85	BUSHING	2
10	263-430	$1.45	BRACKET	2



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Rear Suspension					
1	267-715	$164.95	SHOCK ABSORBER, L/H, new		1
	267-995	$99.95	SHOCK ABSORBER, L/H, rebuilt		1
		$100.00	CORE CHARGE FOR 267-995		
	267-705	$164.95	SHOCK ABSORBER, R/H, new		1
	267-985	$99.95	SHOCK ABSORBER, R/H, rebuilt		1
		$100.00	CORE CHARGE FOR 267-985		
Upgraded shock absorbers are approximately 25% stiffer than stock units					
	267-711	$179.95	SHOCK ABSORBER, L/H, upgraded, new		1
	267-701	$176.95	SHOCK ABSORBER, R/H, upgraded, new		1
	266-578	$11.95	HARDWARE KIT, shock mounting	chrome bumper cars	1
	266-588	$9.45	HARDWARE KIT, shock mounting	rubber bumper cars	1
1a	266-582	$2.10	BOLT	chrome bumper cars	4
	266-582	$2.10	BOLT, long	rubber bumper cars	2
	266-580	$1.75	BOLT, short	rubber bumper cars	2
1b	324-475	$0.35	WASHER. plain		8
1c	324-250	$0.30	LOCKWASHER		4
1d	310-800	$0.40	NUT		4

Rear clunking noises often come from loose shock absorbers. Check them where they bolt to the chassis and at the lower plate attachment.

2	267-640	$17.45	LINK, shock absorber (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	2
	267-645	$17.45	LINK, shock absorber (rubber bumpered cars)	RD from (c)360301 on GT from (c)361001 on	2
3	454-760*	$119.95	LEAF SPRING, 6 leaf *	RD to (c)360300, to '74 1/2	2
	454-770*	$119.95	LEAF SPRING, 7 leaf *	RD from (c)360301 to 386795 GT to (c)361000	2
	454-765*	$129.95	LEAF SPRING, 7 leaf, '74 1/2 *	GT from (c)361001 on	2
	454-775*	$129.95	LEAF SPRING, 6 leaf, '76 on *	RD from (c)386796 on	2
4	267-515	$4.90	BUSH (stock type)		2
	267-525	$55.95	BUSH SET, Prothane		1
5	266-580	$1.75	BOLT		2
6	310-800	$0.40	NUT		2
7	324-250	$0.30	WASHER		2
8	282-858	$5.95	BUSH SET, rubber (8 bushes for 2 springs)	alternatives	1
	282-855	$16.95	BUSH SET, Prothane (4 bushes for 1 spring)	alternatives	2
	267-545	$4.95	BUSH, Nylatron	alternatives	8
	267-528	$12.75	SHACKLE PLATE SET, with nuts & lockwashers		2
9	267-520	$10.95	SHACKLE PLATE, w/pins		2
10	267-530	$3.95	SHACKLE PLATE		2
11	267-565	$5.75	REBOUND STRAP (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	2
	267-615	$7.75	REBOUND STRAP (rubber bumpered cars)	RD from (c)360301 on GT from (c)361001 on	2
11a	267-655	$3.90	TUBE, rebound strap		2
12	266-530	$7.95	BUMP RUBBER		2
13	266-535	$10.95	PEDESTAL, bump rubber	banjo type axle	2
	266-540	$8.95	PEDESTAL, bump rubber	tubed type axle	2

* See rear leaf spring mounting kits on facing page.

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
14	266-560	$3.95	U-BOLT	banjo type axle	4
	266-570	$3.95	U-BOLT	RD tubed type; all GT	4
15	310-240	$0.70	NUT, U-bolt		8

If your MGB's rear end twitches from side to side when you accelerate or decelerate, check the U-bolts which anchor the axle to the springs. If they are loose, or if the rubber pads between the metal plates and the springs have deteriorated, the axle will move relative to the springs.

16	320-468*	$19.95	BOLT SET (bolt, spacer & nuts)		2
17	267-585*	$4.75	SPACER		2
18	267-608*	$1.95	NUT & LOCKNUT SET, locating bolt		1
19	267-570	$4.50	PLATE, spring locating	banjo type axle	4
	267-575	$3.75	PLATE, spring locating	tubed type axle	4
20	281-598	$7.25	PAD SET, rubber (4 pads)	alternatives	1
	281-600	$32.95	PAD SET, Prothane (4 pads)	alternatives	1
	267-555	$6.95	PAD, Nylatron	alternatives	4
21	267-590	$39.95	BRACKET, R/H, shock absorber	banjo type axle	1
	267-600	$39.95	BRACKET, L/H, shock absorber	banjo type axle	1
	267-595	$28.95	BRACKET, R/H, shock absorber	tubed type axle	1
	267-605	$28.95	BRACKET, L/H, shock absorber	tubed type axle	1

* Included w/leaf springs.

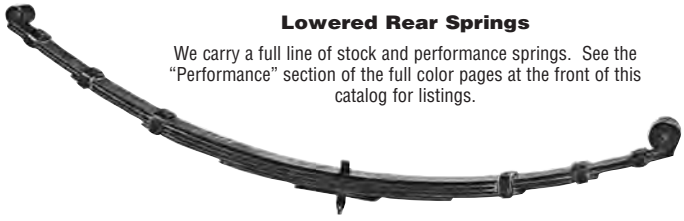


Tie Down Plates

(Tube type axles only)

Stop crawling around under your car hunting for a place to attach your trailer tie downs. Our rear axle tie down plates provide an easy to reach place to secure your car safely. Hooking tie downs to the chassis forces greater loads on the tie downs and could lead to dangerous stretching or breaking. By hooking to the axle, your car's suspension is allowed to move naturally.

Sold in pairs. Fits Tube type axles only. **267-522 $39.95**



Lowered Rear Springs

We carry a full line of stock and performance springs. See the "Performance" section of the full color pages at the front of this catalog for listings.

Rear Axle Anti-Tramp Bar Kit



Fits '65-'74 MGBs with tube-type rear axle. When power is applied suddenly, usually from a standstill, the rear leaf springs tend to wind-up into an "S" shape, which is then released in a series of "hops", commonly called "tramp". The anti-tramp bar allows only vertical movement of the axle and stops it from winding-up when under load. This allows the sharp application of power and the positive transmission of that power to the tires, then to the road. Bushed with hard rubber for road use. **454-935 $399.95**

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com
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Heavy-Duty Shock Valves



About 25% stiffer than stock ones, these competition shock valves are just the ticket for improved road holding. Sold individually.

MGB Front Shock Valve **264-345 $36.95**
MGB Rear Shock Valve **267-975 $29.95**



Rear Suspension Lowering Kits

For lowering the center of gravity on cars with stock springs only, or in race applications. Kits include spacer blocks, longer U-bolts, and all necessary hardware. These lower cars approximately 1".

Lowering Kit for Banjo Axle Cars **268-165 $99.95**
Lowering Kit for Tube Axle Cars **268-140 $69.95**

Stock spring mounting pads must be replaced with one of the following:

281-600	$32.95	SPRING PAD SET, polyurethane (set of 4)	1
267-555	$6.95	SPRING PAD, nylatron	4

Rear Spring Kits



Complete rear spring mounting kits include rubber spring mounting pads, shackle bushes, and U-bolts & nuts. Each kit mounts one spring - 2 required per car.

For Banjo Axles **454-927 $15.95**
For Tube-type Axles **454-937 $18.95**



"Prothane" Polyurethane Bushing Sets

Let your car develop all the good handling traits it should have by replacing mushy soft rubber suspension bushes with our newest and best polyurethane bushing sets. Superb engineering design details differentiate these from other polyurethane replacement bushings. While "anyone" can copy stock rubber bushes in plastic, Prothane carefully selects the appropriate density material for each particular use. Consistency of material and stringent quality control provide effectiveness and durability. Special design features such as grooved bores in some bushings to hold a special Teflon grease make these bushing sets long-lasting and quiet (remember how some other bushes squeak?). Suspension bushing kits include a packet of this special grease.

(Number of bushes/pads in each set in brackets, followed by quantity required per car.)

MGB Front lower control arm, inner (8/1)	281-400	$36.95
MGB Front upper trunnion, outer (4/1)	282-325	$16.95
MGB Gearbox steady rod eye, RD thru '67 (2/1)	280-054	$12.95
MGB Gearbox steady rod pads, all RD, GT '67-on (2/1)	282-335	$16.95
MGB Gearbox X-member, RD '68-on, all GT (2/1)	280-056	$12.95
MGB Front sway bar mount (2/1)	280-935	$14.95
MGB Front X-member pads (8/1), chrome bumper	264-906	$44.95
MGB Front X-member pads (8/1), rubber bumper	264-907	$49.95
MGB Rear spring, front eye (4/1)	267-525	$55.95
MGB Rear spring, rear eye/shackle (4/2)	282-855	$16.95
MGB Rear spring pad (4/1)	281-600	$32.95

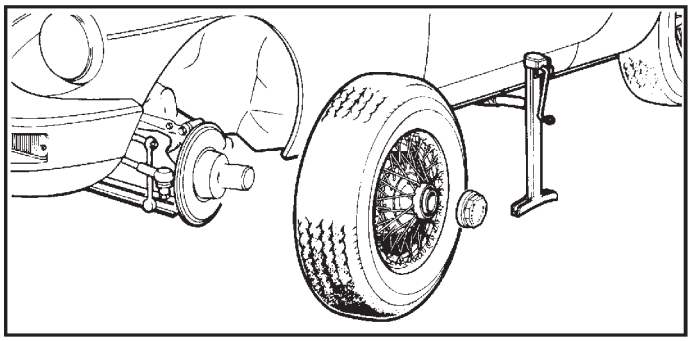
Nylatron Bushings



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.)

Trunnion to Shock Bush (4 required) **282-315 $3.45 ea.**
Rear Shackle Pin Bush (8 required) **267-545 $4.95 ea.**
Rear Axle Seating Pad (4 required) **267-555 $6.95 ea.**

Wheels



Wire Wheels

If your car has wire wheels, remove them every three months, clean the old grease off the splines (both hub and wheel) and apply a light coat of fresh grease or vaseline. Failure to do this can result in premature wear of the splines or, worse, the wheel being stuck on the splines when you have to fix a flat on a rainy day while you are all dressed up and in a hurry to go somewhere!
To prevent the grease on your wire wheel hub splines from seeping out through the spoke holes and messing up your wheels, smear silicone sealer over the spoke heads inside the hub.





Bright Trim Ring Set

Dress up your factory wheels with a set of deluxe, polished stainless steel trim rings Our trim rings install in seconds and provide an attractive accent to your rims. Sold as sets of 4.
455-378 $79.95



MG Crested Lug Nuts

Count the octagons! Several pre-war MGs sported over 30 MG octogons or octagonal shapes. With a full set of our MG crested lug nuts, you'll be up to 16 right off the bat! Fits Rostyle wheels only.
264-985 $5.95 ea.

Wheel & Tire Sizes for MGB / MGC

Model	Std. Wheel Size	Std. Tire Size	Max. Tire on Std. Whl.	Alternative Wheel Size	Alternative Tire Size
MGB	4J-14	155-14	165-14	-	-
	4.5J-14	165-14	175/70-14	5.5J-14	175-14
	5J-14	165-14	185/70-14	-	-
MGB GT	4.5J-14	165-14	175/70-14	5.5J-14	185/70-14
	5J-14	165-14	185/70-14		195/70-14
MGC	5J-15	165-15		5.5J-15	
MGC GT	5J-15	165-15		5.5J-15	



MGB Wire Wheel Conversion Kits

Disc wheel cars with tube type axles (not early banjo type!) can now be easily converted to beautiful wire wheels with one of these kits. What makes these kits different from others are the uniquely designed rear hubs which replace your original disc wheel hubs, using your original disc wheel axle shafts. Kits include the special rear hubs, front hubs (with studs, nuts, and bolts), front wheel bearings, front axle seals, knock-offs, knock-off wrench (octagonal knock-off kits only), copper knock-off hammer, front grease caps, and five beautifully plated chrome or high quality painted wire wheels.

111-418	**$2450.00**	Chromed Wheel Kit with octagonal knock-offs
111-419	**$2436.95**	Chromed Wheel Kit with eared knock-offs
111-428	**$1929.95**	Painted Wheel Kit with octagonal knock-offs
111-429	**$1929.95**	Painted Wheel Kit with eared knock-offs



Knockoff Sport Wheels

Patterned after the racing Minilite wheels of the sixties, our reproductions are beautifully made and will definitely beef up the handling and appearance of your car. You say you like wire wheels, but don't want to use them for racing. These wheels use standard wire wheel hubs and knockoffs. Oversize wheels should be used with appropriate low profile tires to maintain correct wheel diameter and speedometer calibration. Sold individually.

455-360	**14" x 5.5" (stock)**	**$339.95**
455-385	**15" x 5.5" (+1)**	**$389.95**

Bolt-On Sport Wheels

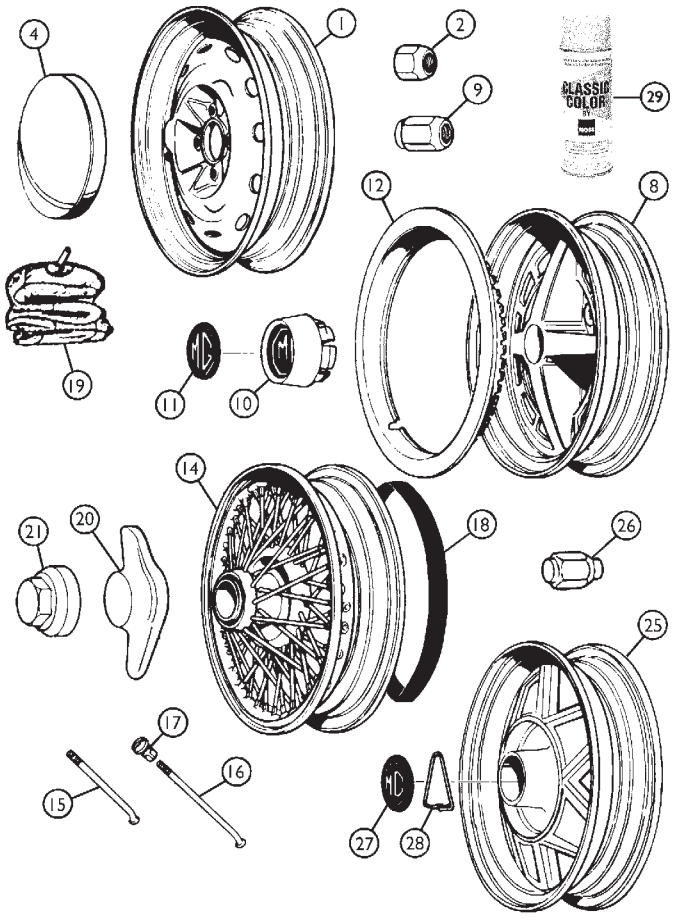
This close replica of the original Mini-lite wheel is an attractive alternative to steel wheels, and gives your British sports car a modern, aggressive look. These bolt on using "Rostyle" lug nuts (see illus no. 9 on facing page). Wheels are supplied with a plain cap. Self-adhesive "MG" emblems are available separately.

14" x 5.5" wheel	**455-386**	**$159.95**
MG Emblem	**455-377**	**$3.45**
Center Cap	**455-368**	**$9.45**

(Center caps are included with wheels.)

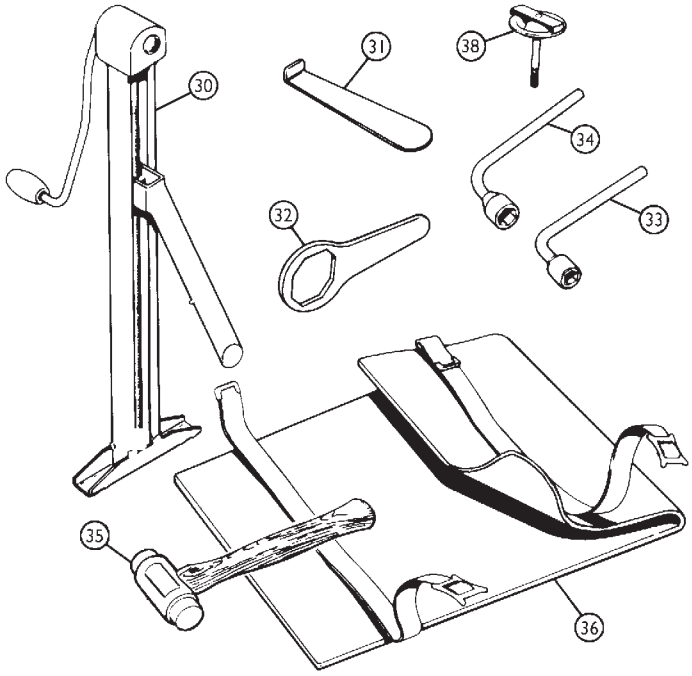


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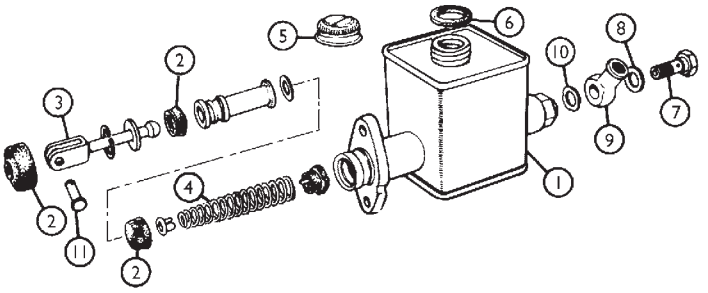
No.	Part No.	Price (each)	Description	Application	Qty. Req.
Wheels					
1	454-645	NA	WHEEL, disc type, 4 1/2" X 14"	RD to (c)158230	5
	454-655	NA	WHEEL, disc type, 5" X 14"	GT to (c)158230	5
2	264-500	$1.95	NUT, wheel stud	standard disc wheel	16
4	200-270	$49.95	HUB CAP	standard disc wheel	4
8	462-700	NA	WHEEL, Rostyle, painted	RD/GT from (c)158231 on	5
9	264-980	$2.45	NUT, wheel stud, stock type		16
	264-985	$5.95	NUT, with MG crest, option		16
	264-981	$9.95	NUT, stainless steel	Rostyle wheel	16
10	462-710	$8.45	HUB CAP		4
11	462-720	$1.50	MOTIF, hub cap		4
12	455-378	$79.95	TRIM RING SET, polished stainless steel, optional for Rostyle wheels		4
14	454-625	$254.95	WIRE WHEEL, painted	60-spoke, 4.5" x 14"	5
	454-635	$367.95	WIRE WHEEL, chromed	standard wire wheel	5
	454-815	$326.95	WIRE WHEEL, painted	72-spoke, 5 1/2" x 14"	5
	454-825	$458.95	WIRE WHEEL, chromed	optional wire wheel	5
15	200-110*	$5.95	SPOKE, plain, short, inner		40
	200-080*	$11.95	SPOKE, chromed, short, inner		40
16	200-100*	$7.25	SPOKE, plain, long, outer	60-spoke wheels	20
	200-090*	$11.95	SPOKE, chromed, long, outer		20
17	200-050*	$1.20	NIPPLE, plain		60
	200-052*	$1.90	NIPPLE, chromed		60
	* Note: Quantities indicated are per wheel.				
18	452-740	$10.95	RIM BAND, 14" wire wheels		5
19	452-735	$23.95	INNER TUBE, 155 / 165 x 14		5
	452-745	$24.95	INNER TUBE, 175 / 185 x 14		5
20	200-280	$47.95	KNOCK-OFF, L/H, fine thread	RD to (c)30850, 12 t.p.i.	2
	200-290	$47.95	KNOCK-OFF, R/H, fine thread	RD to (c)30850, 12 t.p.i.	2
	674-680	$47.95	KNOCK-OFF, L/H, coarse thread	RD from (c)30850 to 138400	2
	674-670	$47.95	KNOCK-OFF, R/H, coarse thread	GT to (c)139471, 8 t.p.i.	2
21	200-310	$47.95	KNOCK-OFF, L/H	RD to (c)30850 (12 tpi)	2
	200-320	$47.95	KNOCK-OFF, R/H	RD to (c)30850 (12 tpi)	2
	462-730	$39.95	KNOCK-OFF, L/H	RD from (c)138401 on	2
	462-740	$39.95	KNOCK-OFF, R/H	GT from (c)139472 on (8 tpi)	2
25	462-750‡	$159.95	WHEEL, Limited Edition, repro.	(incl. red motif & spring clip)	5
26	264-990	$17.25	NUT, wheel stud, stock type		16
	264-991	$15.95	NUT, wheel stud, chrome plated	Limited Edition	16
27	408-280	$5.25	MOTIF, "MG", U.S.-spec (black)		5
	408-281	$15.75	MOTIF, "MG", UK-spec (red)	(includes spring clip)	5
28	462-760	$2.45	SPRING CLIP, motif retaining		5
29	220-560	$20.95	SPRAY PAINT, wheel, silver (not for LE wheels)		A/R
	(For restoring US-spec LE wheels, we suggest Eastwood Self-Etching Primer and Eastwood Charcoal Grey Wheel Paint.)				

‡ Includes red UK-spec motif & spring clip. Will fit all disc wheel applications. The unique LE nuts 264-990 or 264-991 MUST be used. Use of any other nuts will damage the LE wheel.



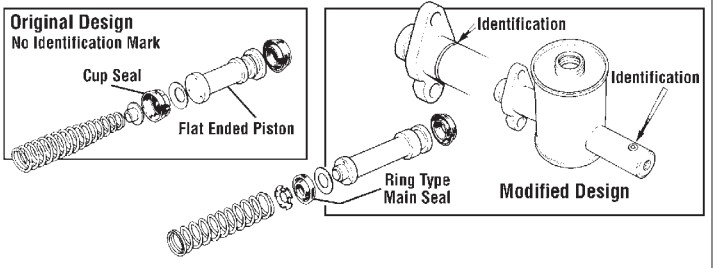
No.	Part No.	Price (each)	Description	Application	Qty. Req.
Wheel Tools					
30	386-920	$159.95	JACK		1
31	386-080	$9.95	HUB CAP REMOVER	standard disc wheels	1
32	386-030	$7.95	SPANNER	octagonal knock-off	1
33	386-040	NA	LUG WRENCH, 7/8"	standard disc wheels	1
34	386-060	$27.95	LUG WRENCH, 13/16"	Rostyle wheels	1
	386-070	$30.95	LUG WRENCH, 29/32"	Limited Edition wheels	1
35	386-000	$38.75	HAMMER, copper 1 lbs	wire wheels	1
	386-850	$47.95	HAMMER, copper, 2 lbs	wire wheels	1
	386-110	$49.95	HAMMER, copper/rawhide	wire wheels	1
	386-020	NA	HAMMER, lead	wire wheels	1
36	386-930	$39.25	JACK BAG, heavy jute-backed vinyl	as original	1
38	386-065*	NA	SPARE WHEEL CLAMP	disc wheel RD	1
	386-075*	NA	SPARE WHEEL CLAMP	disc wheel GT	1
	386-090*	$27.95	SPARE WHEEL CLAMP	Rostyle wheels	1
	386-095*	$32.95	SPARE WHEEL CLAMP	wire wheels	1
	386-085*	NA	SPARE WHEEL CLAMP	Limited Edition wheels	1
* Spare wheel clamps may not fit other than original wheels and stock tire size.					

Brakes



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Single Line System					
RD to (c)138400/GT to (c)139471, 1962 - 1967					
1	180-755†	$87.95	MASTER CYLINDER, single line system, TRW/Lucas (replacement with plastic reservoir)		1
2	180-875†	$6.95	REPAIR KIT, unmarked cylinders		1
	180-905†	$14.95	REPAIR KIT, marked cylinders		1
3	181-690	$16.95	PUSH ROD		1
4	181-710	NA	SPRING, piston return	marked cylinders	1
5	180-210	$6.95	FILLER CAP, plastic replacement		1
6	180-451	$2.95	SEAL, filler cap (for original metal caps only)		1
7	180-430	$6.75	BANJO BOLT		1
8	324-720	$0.85	WASHER		1
9	181-720	$17.95	BANJO FITTING		1
10	324-730	$0.55	WASHER		1
11	325-135	$1.00	CLEVIS PIN		

† Note: Two different cylinders were used originally. One type is unmarked. The other is marked with two concentric circles or with a groove near the mounting flange. Complete cylinders are interchangeable, but have different internal components. See illustration below for identification details.



Brake Lube



This grease is specially formulated for aiding the assembly of natural and "artificial" rubber brake components. Recommended for use with master cylinder, wheel cylinder and slave cylinder seals. This is the only safe product to use for this purpose, especially if your rebuilt cylinder will not be installed and used immediately after assembly.

220-442 $6.45

Brake Fluids

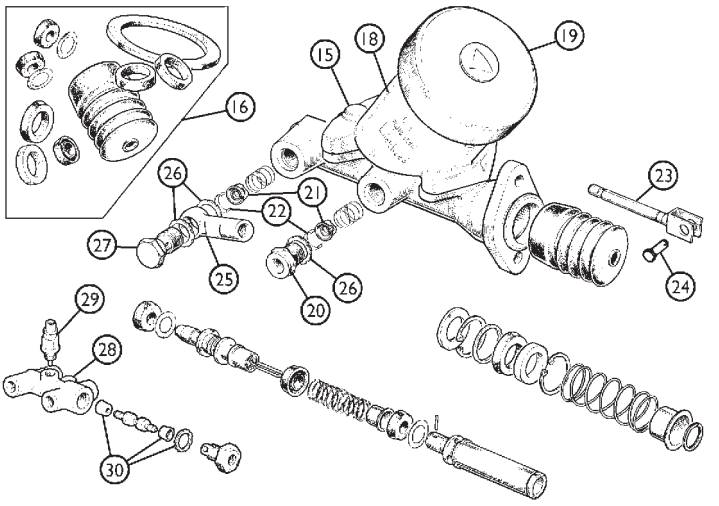
Choose the brake fluid your car needs. Genuine Lockheed and Girling brake fluids are compatable with all British brake systems. Silicone fluid won't harm paint, and doesn't absorb moisture, as do conventional fluids. (If changing from one type to the other, flush your brake system thoroughly with the "new" type of brake fluid.)



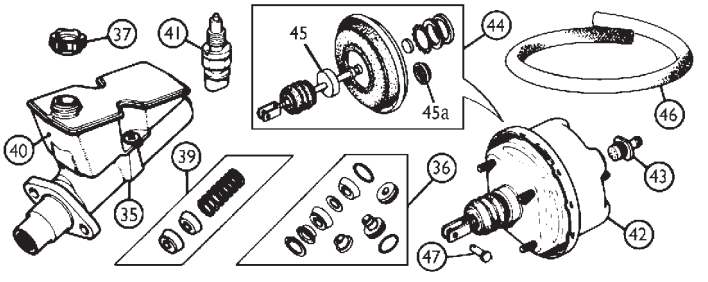
Lockheed Brake Fluid 500 ml. 220-400 $6.75

Silicone Brake Fluid 1 qt. 220-410 $29.95

Castrol Brake Fluid, 12 oz. 220-455 $5.95



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Dual Line, Non-Servo					
RD from (c)138401 to 368081/GT from (c)39472 to 367803, 1968 - '74 1/2					
NOTE: Disassembly of this master cylinder is very difficult without damage to some internal parts which are not available. We suggest no attempt be made to rebuild these.					
15	180-765	$139.95	MASTER CYLINDER, TRW/Lucas		1
	180-767	$96.95	MASTER CYLINDER, aftermarket		1
16	180-205	$19.95	REPAIR KIT		1
18	180-769	$15.95	RESERVOIR & CAP	reproduction	1
19	180-215	$14.95	FILLER CAP	Lockheed	1
20	181-725	NA	ADAPTOR, outlet		1
21	180-225	NA	BODY, trap valve		2
22	180-235	NA	CLIP, trap valve		2
23	181-695	NA	PUSH ROD (not incl. w/master cylinder)		1
24	325-135	$1.00	CLEVIS PIN		1
25	180-435	NA	BANJO FITTING		1
26	324-735	$1.60	WASHER		3
27	180-440	NA	BANJO BOLT		1
28	141-710	NA	SWITCH & BODY ASS'Y., pressure failure		1
29	141-725	$58.95	SWITCH, pressure failure		1
30	181-985	$32.95	KIT, repair, orig. ass'y.	RD/GT to (c)167815	1
	181-995	$13.75	KIT, repair, orig. & above ass'y.	RD/GT from (c)167816	1

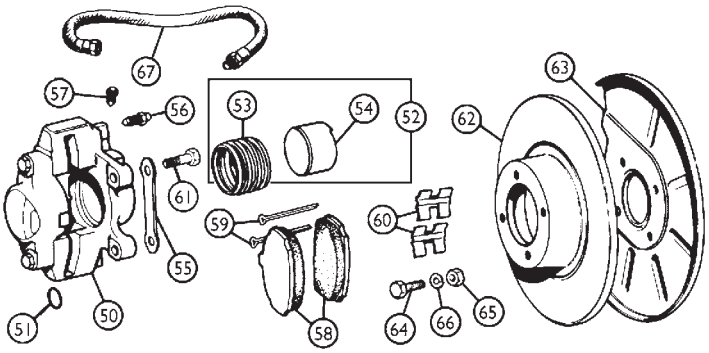


Dual Line - Servo Assist

RD from (c)368082 on, 1975 on

35	180-725*	NA	MASTER CYLINDER, w/wedge-type reservoir* *NOTE: Later cylinder may be used.	'74 1/2 - '75	1
	180-735	$229.95	MASTER CYLINDER, AP Braking	1976 on w/square reservoir	1
	180-737	$119.95	MASTER CYLINDER, aftermarket		1
36	180-785	$29.95	REPAIR KIT, AP Braking		1
	180-786	$15.75	REPAIR KIT, aftermarket		1
37	180-210	$6.95	FILLER CAP (plastic, as original)		1
39	180-795	NA	PISTON SPRING, w/seals		1
40	180-815	NA	RESERVOIR, master cylinder, wedge-shaped		1
	180-739	$15.95	RESERVOIR, master cylinder, square (with cap no. 37)		1
41	181-875*	$14.95	PRESSURE FAILURE SWITCH*	to (c)386600	1
	181-955*	$21.75	PRESSURE FAILURE SWITCH*	from (c)386601	1
*Correct switch for application must be used. They are not interchangeable.					
42	182-280	NA	SERVO ASSEMBLY	1975	1
	182-190	$229.95	SERVO ASSEMBLY	1976 - 1980	1
43	182-195	$64.95	NON-RETURN VALVE		1
	182-196	$4.95	GROMMET (rubber) for #43		1
44	182-205	$97.95	REPAIR KIT		1
45	182-285	NA	FILTER, foam, on push rod		1
45a	180-789	$2.50	SEAL, master cylinder to servo		1
46	182-188	$7.95	VACUUM HOSE, servo unit to manifold, replacement		1
47	325-135	$1.00	CLEVIS PIN		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Front Disc Brake					
50	180-525	$89.95	CALIPER ASSEMBLY, L/H, new		1
	180-515	$89.95	CALIPER ASSEMBLY, R/H, new		1
51	180-285	$1.75	SEAL, caliper fluid channel		2
52	180-748	$28.95	PISTON & SEAL SET for rebuilding one caliper		2
53	180-981	$18.95	REPAIR KIT, caliper	(for 2 calipers)	1
54	180-745	$12.75	PISTON		4
	180-746	$17.90	PISTON, stainless steel		4
55	181-670	$0.90	TAB WASHER		2
56	180-100	$1.25	BLEEDER SCREW		2
57	181-680	$6.95	PLUG		1
58	182-222	$39.95	PAD SET, ceramic, Classic Gold	see "Performance"	1
	182-227	$29.95	PAD SET, semi-metallic, Classic Gold	section at the front	1
	585-630	$79.95	PAD SET, "Greenstuff"	of this catalog	1
	585-610	$109.95	PAD SET, "Hawk"	for details	1
59	325-430	$0.85	COTTER PIN		4
60	180-295	$0.95	CLIP, pad retaining		4
61	320-135	$1.85	BOLT, caliper mounting		4
62	182-170	$83.95	BRAKE ROTOR, "Brembo" brand		2
	182-171	$23.95	BRAKE ROTOR, aftermarket		2
63	182-260	$18.75	DUST COVER, L/H		1
	182-250	$18.75	DUST COVER, R/H		1
64	320-115	$0.95	BOLT, brake disc to hub		8
65	310-075	$0.45	NUT, brake disc to hub		8
66	324-040	$0.35	LOCKWASHER		8
67	180-895	$20.95	HOSE, front caliper	RD/GT to (c)394300	2
	180-896	$14.95	HOSE, front caliper, aftermarket	RD/GT to (c)394300	2
	180-885	$17.95	HOSE, front caliper	RD from (c)394301 on	2
	180-886	$12.95	HOSE, front caliper, aftermarket	RD from (c)394301 on	2



Drilled & Slotted Brake Disc

These specially drilled brake discs will dissipate heat and shed water quicker than solid stock versions, assuring quicker and more consistent braking under all conditions. Pair.

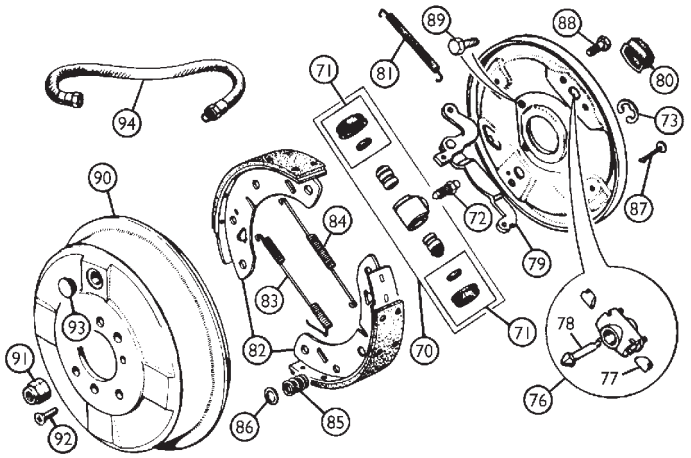
586-605 $199.95

Brake Servo - single line system

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. This is a generic kit, but includes detailed instructions for proper fitment.

182-290 $189.95





No.	Part No.	Price (each)	Description	Application	Qty. Req.
Rear Drum Brake					
70	180-635	$32.95	WHEEL CYLINDER	all RD (.800" bore size)	2
	180-636	$15.95	WHEEL CYLINDER, aftermarket	GT to (c)138400	2
71	180-475	$5.85	REPAIR KIT		2
	180-645	$54.95	WHEEL CYLINDER	GT from (c)138401 on	2
	180-646	$15.95	WHEEL CYLINDER, aftermarket	(.875" bore size)	2
	180-480	$5.95	REPAIR KIT		2
72	323-145	$1.95	BLEEDER NIPPLE		2
73	326-720	$1.40	CIRCLIP, cylinder retaining		2
76	181-780	$14.95	ADJUSTER ASSEMBLY		2
77	181-790	NA	TAPPET, adjuster		4
78	181-800	NA	WEDGE, adjuster		2
79		NA	HANDBRAKE LEVER, L/H	RD/GT to (c)125000	1
		NA	HANDBRAKE LEVER, R/H	RD/GT to (c)125000	1
	181-750	$18.95	HANDBRAKE LEVER, L/H	RD/GT from (c)125000 on	1
	181-740	$18.95	HANDBRAKE LEVER, R/H	RD/GT from (c)125000 on	1
80	181-760	$2.35	BOOT, handbrake lever		2
81	181-770	$4.95	SPRING, handbrake lever	banjo type rear axle	2
	181-775	$4.95	SPRING, handbrake lever	tube type rear axle	2
82	182-100	$34.95	BRAKE SHOE SET, 4 shoes		1
83	181-778	$28.75	SPRING KIT, brake shoe (incl. nos. 83-87)		1
	181-820	$4.95	SPRING, L/H, pull off		1
	181-810	$4.95	SPRING, R/H, pull off		1
84	181-830	$3.95	SPRING, adjuster end		2
85	329-035	$0.95	SPRING, shoe steady		4
86	181-890	$0.95	WASHER, spring retaining		4
87	181-840	$0.95	PIN, brake shoe steady		4
88	320-285	$0.75	BOLT, back plate to axle housing	banjo type rear axle	8
89	320-345	$0.95	BOLT, back plate to axle housing	tubed type rear axle	8
90	264-810	$69.95	BRAKE DRUM	banjo type rear axle	2
	264-820	$38.95	BRAKE DRUM	tubed type rear axle	2
91	310-400	$0.90	NUT, drum retaining	wire wheels	8
92	323-255	$0.70	SCREW, drum retaining	disc wheels	4
	264-500	$1.95	NUT, wheel stud, lug nut	early disc wheels	8
	264-980	$2.45	NUT, wheel stud, lug nut	Rostyle disc wheels	8
93	328-400	$0.85	PLUG, brake drum 3/4"		A/R
	328-390	$0.85	PLUG, brake drum 1/2"		A/R
94	180-835	$18.95	HOSE, rear brakes		1
	180-836	$11.95	HOSE, rear brakes, aftermarket		1



Rear Brake Kit

No need to squint at the schematic to make sure you've written down all the parts you'll need. They're all in the kit. The complete brake shoe kit for MGB. includes: brake shoes, two wheel cylinders, wheel cylinder clips, four pull-off springs, hold down springs and retainers. Fits GT through 1967, and all roadsters.

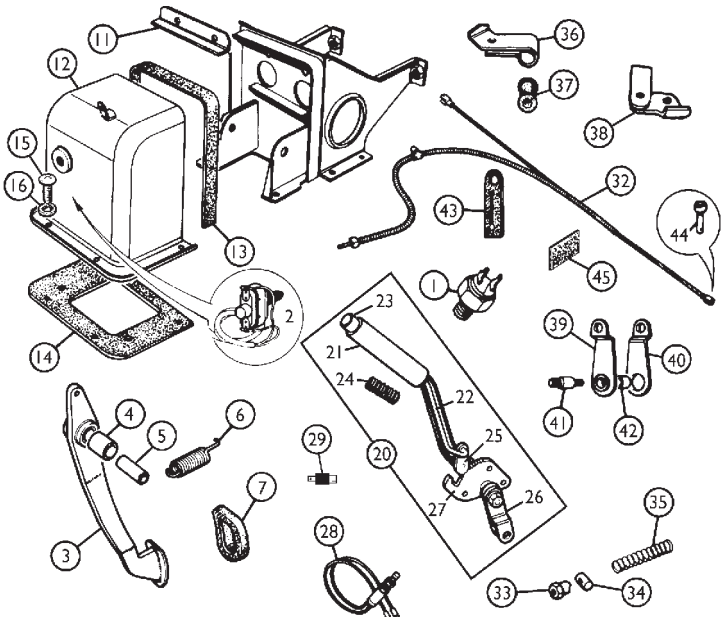
182-108 $76.95



Brake Adjuster Wrench

Get a better grip on your brake adjusters with our specially designed wrench. It has 1/4" and 5/16" square box ends, and a long handle for good leverage. Drop forged from chrome-vanadium steel. **386-160 $9.95**

Brake Controls/ Handbrake



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Brake Controls					
1	542-110	$7.75	SWITCH, brake lights	single line system	1
2	181-980	$11.95	SWITCH, brake lights	dual line systems	1
	310-070	$0.40	JAM NUT for switch 181-980		1
3	190-650	NA	BRAKE PEDAL ASSEMBLY, 1962 - '67	RD to (c)138400 GT to (c)139471	1
	190-660	NA	BRAKE PEDAL ASSEMBLY 1968 - '74 1/2	RD from (c)138401 to 368081 GT from (c)139472 to 367803	1
	190-670	$34.95	BRAKE PEDAL ASSEMBLY 1975	RD from (c) 368082 to 386000	1
	190-680	NA	BRAKE PEDAL ASSEMBLY	RD from (c)386001, '76 on	1
4	330-180	$2.95	BUSH, pedal	non-servo systems	1
	330-185	NA	BUSH, pedal	servo system	1
5	190-625	$3.75	DISTANCE TUBE		1
6	329-350	$1.50	SPRING, pedal return		1
7	280-770	$1.50	PEDAL PAD, brake & clutch		2
11	190-690	NA	STIFFENER, pedal box		1
12	190-750	NA	COVER, pedal box, 1962 - '67	RD to (c)138400 GT to (c)139471	1
	190-750	NA	COVER, pedal box 1968 - '74 1/2	RD from (c)138401 to 360300 GT from (c)139472 to 361000	1
13	281-850	$1.90	SEAL, cover to pedal box	non-servo systems	1
14	281-860	$1.40	SEAL, cover bottom		1
	281-885	$2.40	SEAL, top cover to pedal box	servo systems	1
		NA	SEAL, pedal box base	1975	1
	281-895	$2.40	SEAL, pedal box base	1976-'80	1
	190-760	$21.95	BLANKING PLATE, R/H pedal hole		1
	281-880	$1.45	SEAL, R/H pedal hole plate		1
15	323-005	$0.45	SCREW, short		3
	314-135	$0.75	SCREW, long		1
16	324-010	$0.25	LOCKWASHER		4
20	182-310	NA	HANDBRAKE ASSEMBLY (to mid-1974)	RD to (c)360300 GT to (c)361000	1
	182-330	NA	HANDBRAKE ASSEMBLY (1974 1/2-on)	RD from (c)360301 to 516118 GT from (c)361001 on	1
	182-335	NA	HANDBRAKE ASSEMBLY	RD from (c)516119 on	1
21	182-340	NA	GRIP, handle		1
22	182-350	NA	ROD, pawl		1
23	182-360	NA	KNOB, rod		1
24	182-370	NA	SPRING, rod		1
25	182-380	NA	PAWL		1
26	182-390	NA	LEVER, operating, 1962 - '74 1/2	RD to (c)360300 GT to (c)361000	1
	182-395	NA	LEVER, operating, 1974 1/2 on	RD from (c)360301 on GT from (c)361001 on	1
27	182-400	NA	RATCHET PLATE, 1962 - '74 1/2	RD to (c)386600 all GT	1
	182-405	NA	RATCHET PLATE	RD from (c)386601 to 516118	1
	182-415	NA	RATCHET PLATE	RD from (c)516119 on	1
28	182-410	$21.95	SWITCH, handbrake light, w/leads	RD from (c)410001	1
29	181-855	$29.95	DIODE, inline (as fitted)	1978-80	1
32	331-100	$19.45	BRAKE CABLE, disc wheel	RD to (c)132922	1
	331-130	$20.45	BRAKE CABLE, wire wheel	banjo type axle	1
	331-250	$21.75	BRAKE CABLE, disc wheel	RD from (c)132923 to 138400	1
	331-260	$21.75	BRAKE CABLE, wire wheel	GT to (c)139471	1
	331-500	$21.75	BRAKE CABLE, disc wheel	RD from (c)138401 to 360300	1
	331-510	$21.75	BRAKE CABLE, wire wheel	GT from (c)139472 to 361000	1
	331-520	$21.75	BRAKE CABLE, disc wheel	RD from (c)360301 to 415000	1
	331-530	$21.75	BRAKE CABLE, wire wheel	GT from (c)361001 on	1
	331-540	$21.75	BRAKE CABLE, disc wheel	RD from (c)415001 on	1
	331-550	$21.75	BRAKE CABLE, wire wheel		1
33	181-540	$3.95	NUT, adjusting		1
34	181-530	$2.25	TRUNNION		1
35	329-130	$2.35	SPRING, cable		1
36	181-555	$14.95	CLIP, cable to battery carrier		1
37	182-425	$1.95	FERRULE, cable clip		1
38	181-620	$12.95	CLIP, cable to axle	RD to (c)415000 all GT	1
39	181-520	$29.95	COMPENSATING LEVER, inner		1
40	181-510	$13.95	COMPENSATING LEVER, outer		1
41	181-500	$3.45	FULCRUM		1
42	330-190	$3.85	BUSH, fulcrum		1
43	182-420	$2.45	STRAP, cable to diff. housing	RD from (c)415001 on	1
44	325-140	$0.95	CLEVIS PIN		2
45	182-345	$1.45	STRAP, cable to axle housing		1

Brake Pipe Bending Tool



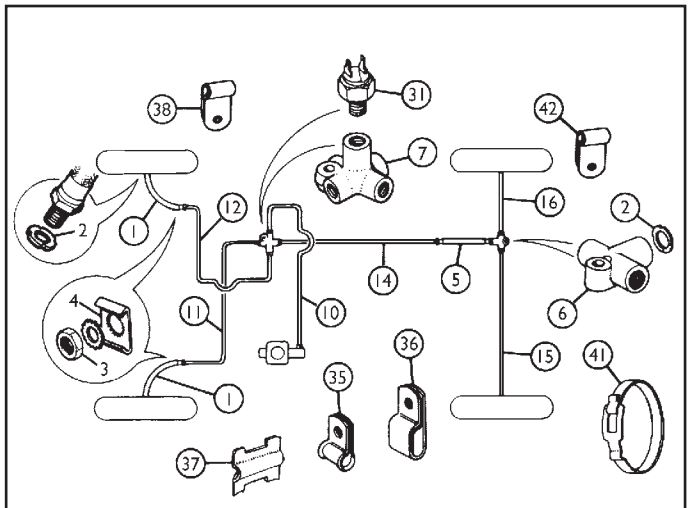
Smooth bends on small diameter tubing such as brake lines are an important hallmark of quality craftsmanship. Give yourself an edge with our specialty tubing bender which will give you smooth bends in 3/16, 1/4, 5/16, and 3/8 inch tubing.
385-905 $19.95

Brakes

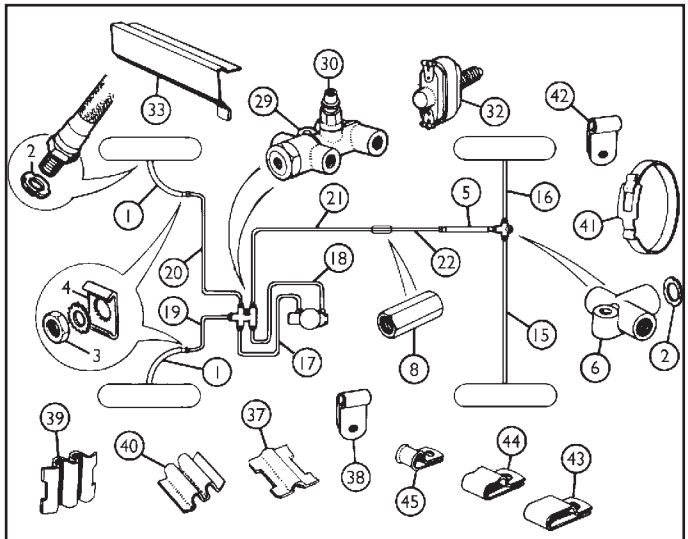
Pulling to one side under braking can be caused by several factors. If your car has this dangerous habit, check the following:

- Tire pressures set incorrectly
- Unevenly worn or mismatched tires
- Worn or loose suspension components
- Worn or loose wheel bearings
- Worn or oily brake pads or linings
- One wheel cylinder or caliper stuck or working less efficiently than the other.

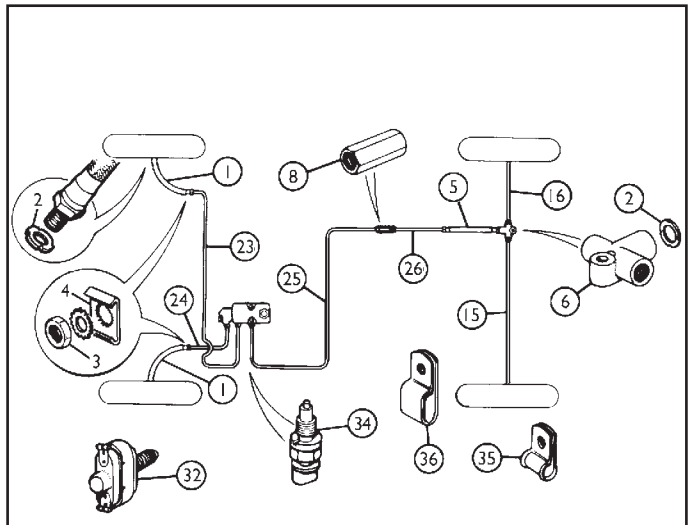
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Single Line System, 1962 - '67
RD to (c)138400/GT to (c)139471



Dual Line, Non-Servo, 1968 - '74 1/2
RD from (c)138401 to 368081 / GT from (c)139472 to 367803



Dual Line, Servo Assist, 1975 on
RD from (c)368082 on

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	180-895	$20.95	HOSE, front brake	RD/GT to (c)394300	2
	180-896	$14.95	HOSE, front brake, aftermarket	RD/GT to (c)394300	2
	180-885	$17.95	HOSE, front brake	RD from (c)394301 on	2
	180-886	$12.95	HOSE, front brake, aftermarket	RD from (c)394301 on	2
2	324-730	$0.55	WASHER, brake hose		3
3	310-070	$0.40	LOCKNUT, hose		3
4	181-660	$2.95	LOCKING PLATE, hose to pipe		3
5	180-835	$18.95	HOSE, rear brake		1
	180-836	$11.95	HOSE, rear brake, aftermarket		1
6	180-090	$12.50	CONNECTION, 3-way		1
7	180-230	$33.95	CONNECTION, 4-way	RD to (c)138400 GT to (c)139471	1
8	182-500	$2.95	CONNECTION, rear pipe	RD from (c)138401 on GT from (c)139472 on	1
	182-998*†$132.95		**BRAKE PIPE SET**	1963-'67	1
	183-118*†$142.95		**BRAKE PIPE SET**	1968-'741/2	1
	183-128*†$142.95		**BRAKE PIPE SET**	1975 to (c)437180	1
	183-188*†$149.95		**BRAKE PIPE SET**	(c)437181 - on (approx. '78-on)	1
10	181-115*	$18.25	PIPE, master cylinder to 4-way	RD to (c)138400 GT to (c)139471 1962-'67	1
11	181-035	$18.95	PIPE, 4-way to L/H front hose		1
12	181-160	$19.70	PIPE, 4-way to R/H front hose		1
14	181-065	$34.25	PIPE, 4-way to rear hose		1
15	181-115	$18.25	PIPE, 3-way to L/H rear cylinder	RD/GT thru 1974 1/2	1
	181-170	$15.95	PIPE, 3-way to L/H rear cylinder	RD from 1975 on	1
16	181-145	$16.25	PIPE, 3-way to R/H rear cylinder	RD to (c)437180, GT to (c)436464	1
	181-165	$14.75	PIPE, 3-way to R/H rear cylinder	RD from (c)437181	1
17	182-520*	$19.75	PIPE, master cylinder front		1
18	182-530*	$16.95	PIPE, master cylinder rear		1
19	182-540	$20.95	PIPE, switch to L/H front hose	RD (c)138401 to 368081	1
20	182-545	$20.95	PIPE, switch to R/H front hose	GT (c)139472 to 367803	1
21	182-550	$21.95	PIPE, switch to connection		1
22	182-560	$25.50	PIPE, connection to rear hose		1
23	182-570*	$30.95	PIPE, master cyl. to R/H hose	RD from (c)360301 on	1
24	182-575*	$19.95	PIPE, master cyl. to L/H hose		1
25	182-580	$34.75	PIPE, master cyl. to connection		1
26	182-590	$27.25	PIPE, connection to rear hose		1
29	141-710	NA	SWITCH & BODY ASSEMBLY, pressure failure	RD (c)138401 to 368081 GT (c)139472 to 367803	1 1
30	141-725	$58.95	SWITCH, pressure failure		1
	181-985	$32.95	REPAIR KIT, original ass'y.	RD (c)138401 to 167815 GT (c)139472 to 167815	1
	181-995	$13.75	REPAIR KIT, original ass'y & ass'y. listed above	RD (c)167816 to 368081 GT (c)167816 to 367803	1
31	542-110	$7.75	SWITCH, brake light	RD to (c)138400 GT to (c)139471	1
32	181-980	$11.95	SWITCH, brake light	RD from (c)138401 on GT from (c)139472 on	1
	310-070	$0.40	JAM NUT for switch		1
33	182-650	$28.95	HEAT SHIELD	RD (c)138401 to 368081 GT (c)139472 to 367803	1
34	181-875†	$14.95	PRESSURE FAILURE SWITCH*	to (c)386600	1
	181-955†	$21.75	PRESSURE FAILURE SWITCH*	from (c)386601	1
	†Correct switch for application must be used. They are not interchangeable.				
35	182-600	$0.95	CLIP, pipe to side member		A/R
36	182-605	$2.95	CLIP, pipe		A/R
37	182-610	NA	CLIP, pipe to front side member		A/R
38	182-615	NA	CLIP, pipe to side member		A/R
39	182-620	NA	CLIP, pipe to side member		A/R
40	182-625	NA	CLIP, pipe to bulkhead		A/R
41	181-900	$4.75	CLIP, pipe to rear axle		A/R
42	182-635	$0.95	CLIP, pipe to differential case		A/R
43	182-605	$2.95	CLIP, pipe to bulkhead		A/R
44	182-645	$2.15	CLIP, pipe to bulkhead		A/R
45	470-830	$0.95	CLIP, pressure switch leads		A/R

† Brake pipe sets are made of cupro-nickel tubing for strength, corrosion resistance, and ease of bending. Pipes are coded to the instruction sheet so there is no doubt about where they fit on your car. Long pipes are coiled, but are easily bent to proper configuration. No pipes are pre-bent.

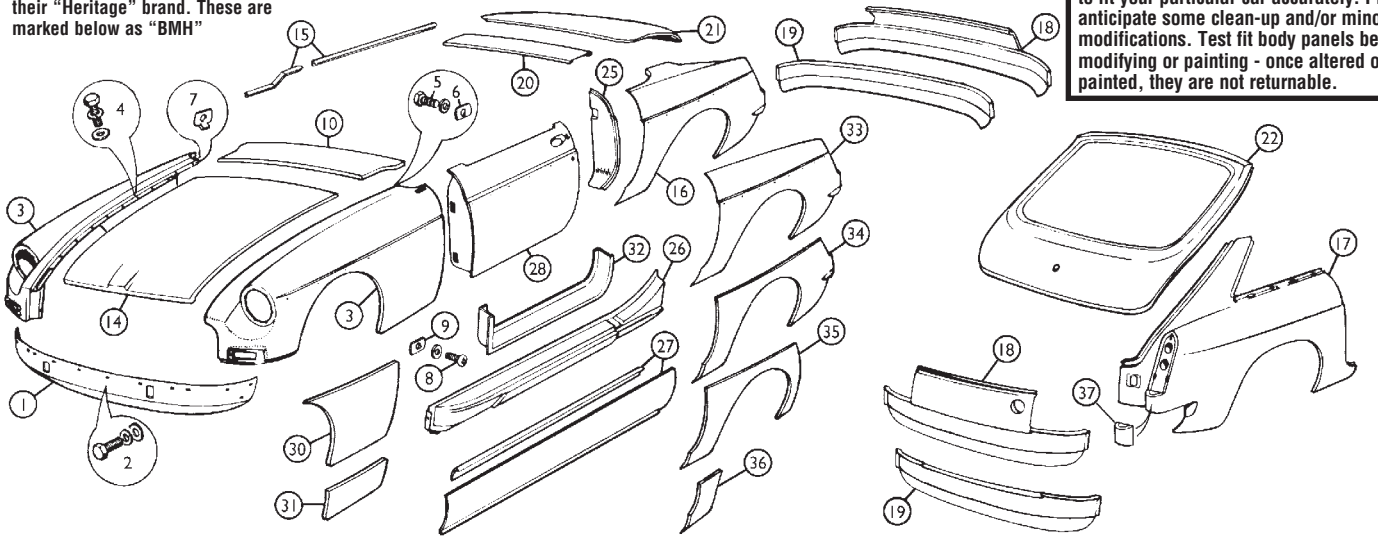
* These pipes are for LHD North American specification cars only.

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Exterior Body Panels

We stock a comprehensive range of body panels produced by British Motor Heritage Ltd. under their "Heritage" brand. These are marked below as "BMH"

Most of our body panels are shipped from overseas, and consequently invariably have some scratches and often minor dents. Panels may also require minor alterations to fit your particular car accurately. Please anticipate some clean-up and/or minor modifications. Test fit body panels before modifying or painting - once altered or painted, they are not returnable.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Note: Chrome bumper body panels had overlapping joints, while rubber bumper cars had butted flanges. New "BMH" (British Motor Heritage) chrome bumper panels are available only with butted flanges. Existing panels and new ones must be trimmed to fit each other. Do not cut old panels before matching them up with the new ones.					
Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
1	457-120	$176.95	FRONT APRON, BMH**	RD/GT, 1962 to approx. '73	1
	457-121	$139.95	FRONT APRON, aftermarket	RD/GT, 1962 to approx. '73	1
	457-115	$176.95	FRONT APRON, BMH**	RD/GT, approx. 1973 - '74 1/2 (with vent holes)	1
	457-116	$139.95	FRONT APRON, aftermarket	RD/GT, approx. 1973 - '74 1/2 (with vent holes)	1
	457-125	$176.95	FRONT APRON, BMH**	RD/GT, 1974 1/2 - on (rubber bumper)	1
	457-126	$139.95	FRONT APRON, aftermarket	RD/GT, 1974 1/2 - on (rubber bumper)	1
2	323-618	$6.65	HARDWARE SET, front apron mounting		1
3	457-360*	$799.95	FRONT FENDER, L/H, BMH**	RD to (c)158370	1
	457-340*	$799.95	FRONT FENDER, R/H, BMH**	RD to (c)158370	1
	457-270*	$799.95	FRONT FENDER, L/H, BMH**	RD from (c)158371 to 360300	1
	457-260*	$799.95	FRONT FENDER, R/H, BMH**	RD from (c)158371 to 360300	1
	457-275*	$799.95	FRONT FENDER, L/H, BMH**	RD from (c)360301 on	1
	457-265*	$799.95	FRONT FENDER, R/H, BMH**	RD from (c)360301 on	1
	457-370*	$799.95	FRONT FENDER, L/H, BMH**	GT to (c)158230	1
	457-350*	$799.95	FRONT FENDER, R/H, BMH**	GT to (c)158230	1
	457-390*	$799.95	FRONT FENDER, L/H, BMH**	GT from (c)158231 to 361000	1
	457-380*	$799.95	FRONT FENDER, R/H, BMH**	GT from (c)158231 to 361000	1
	457-395*	$799.95	FRONT FENDER, L/H, BMH**	GT from (c)361001 on	1
	457-385*	$799.95	FRONT FENDER, R/H, BMH**	GT from (c)361001 on	1
	A - distance from grille opening to sidelamp cutout is approx. 2-7/8". B - distance from grille opening to sidelamp cutout is approx. 1-5/16".				
4	321-928	$32.95	HARDWARE SET, bolts & washers for both front fenders		1
5	322-290	$0.85	BOLT		6
6	456-965	$0.95	WASHER, oval	GT uses 2	6/2
7	324-795	$5.65	FENDER WASHER	GT	2
8	323-005	$0.45	SCREW		6
9	324-715	$0.65	WASHER		6
10	458-200	$209.95	PANEL, shroud top, BMH**	RD thru 1967	1
	458-205	NA	PANEL, shroud top	RD from 1968	1
14	457-255*	$1149.95	HOOD, aluminum, BMH**	MGB thru approx. 1969	1
	457-245*	$799.95	HOOD, steel, BMH**	MGB, approx. 1970-on	1
	457-250*	$299.95	HOOD, steel, replacement	MGB, approx. 1970-on	1
	Hoods thru approximately 1969 were aluminum, and were then replaced by steel. All are interchangeable, but must be used with appropriate hood props/stays.				
	457-235*	NA	HOOD, aluminum	MGC	1
	457-205	$28.95	TRIM STRIP, chrome	MGC (hood also fits MGB)	1
15	457-990	$34.35	FENDER BEAD	supplied with fenders	1
	Long enough for 1 front and 1 rear fender, cut and bend to fit.				

*** Note: Large body items marked * must be paid for in advance and shipped truck, freight collect.**

No.	Part No.	Price (each)	Description	Application	Qty. Req.
16	457-420*	$799.95	REAR FENDER, L/H, BMH**	RD to (c)360300,	1
	457-430*	$799.95	REAR FENDER, R/H, BMH**	RD to (c)360300,	1
	457-435*	$799.95	REAR FENDER, L/H, BMH**	RD from (c)360301,	1
	457-425*	$799.95	REAR FENDER, R/H, BMH**	RD from (c)360301,	1
17	457-450*	$889.95	REAR QUARTER PANEL, L/H, BMH**	GT to (c)361000	1
	457-440*	$889.95	REAR QUARTER PANEL, R/H, BMH**	GT to (c)361000	1
	457-295*	NA	REAR QUARTER PANEL, L/H, BMH**	GT from (c)361001 on	1
	457-285*	NA	REAR QUARTER PANEL, R/H, BMH**	GT from (c)361001 on	1
18	457-690	$299.95	PANEL, lower rear body, BMH**	chrome bumpered cars	1
	457-695	$219.95	PANEL, lower rear body, BMH**	rubber bumpered cars	1
19	457-680	$169.95	REAR VALANCE	chrome bumpered cars	1
	457-685	$199.95	REAR VALANCE	rubber bumpered cars	1
20	458-210	$73.45	PANEL, rear deck top, BMH**	RD	1
21	457-550*†	$589.95	TRUNK LID, BMH**	RD	1
	† Late lid - must use late seal #282-475. Trunk lid fittings are on page 74.				
22	457-560*	$795.95	TAILGATE, BMH**	GT	1
25	458-487‡	$119.95	"B" POST, L/H, BMH*	RD from (b)57986 to (c)294251	1
	458-485‡	$119.95	"B" POST, R/H, BMH*	RD from (b)57986 to (c)294251	1
	‡ Note: "B" posts prior to above are not available. The above may be used for earlier applications but require modification for door striker.				
	458-495	$119.95	"B" POST, L/H	RD from (c)294252	1
	458-490	$119.95	"B" POST, R/H	RD from (c)294252	1
26	457-150	$137.95	ROCKER PANEL, L/H, BMH**		1
	457-160	$137.95	ROCKER PANEL, R/H, BMH**		1
	457-155	$109.95	ROCKER PANEL, L/H, replacement		1
	457-165	$109.95	ROCKER PANEL, R/H, replacement		1
27	458-228	$224.95	ROCKER COVER SET, polished stainless accessory		1
28	457-620	NA	DOOR, L/H	RD to (b)57985	1
	457-650	NA	DOOR, R/H	RD to (b)57985	1
	457-630	NA	DOOR, L/H	RD from (b)57986 to (c)138400	1
	457-660	NA	DOOR, R/H	RD from (b)57986 to (c)138400	1
	458-230	$649.95	DOOR, L/H, BMH**	RD from (c)138401 to 294500	1
	458-235	$649.95	DOOR, R/H, BMH**	RD from (c)138401 to 294500	1
	458-250	NA	DOOR, L/H	RD from (c)294501 on	1
	458-255	NA	DOOR, R/H	RD from (c)294501 on	1
	458-260	NA	DOOR SKIN, L/H	RD to (b)57985	1
	458-265	NA	DOOR SKIN, R/H	RD to (b)57985	1
	458-270	$149.95	DOOR SKIN, L/H	RD from (b)57986 on	1
	458-275	$149.95	DOOR SKIN, R/H	RD from (b)57986 on	1

*** Note: Large body items marked * must be paid for in advance and shipped truck, freight collect.**

**** Parts marked "BMH" are produced by British Motor Heritage.**

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
			Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.		
	457-640	NA	DOOR, L/H	GT to (c)139471	1
	457-670	NA	DOOR, R/H	1966 - '67	1
	458-330	$649.95	DOOR, L/H, BMH*	GT from (c)139472 to 296000	1
	458-340	$649.95	DOOR, R/H, BMH*	1968 - '72	1
	458-350	NA	DOOR, L/H (use 458-330)	GT from (c)296001 to 328800	1
	458-360	NA	DOOR, R/H (use 458-340)	1973	1
	458-370	NA	DOOR, L/H	GT from (c)328801 on	1
	458-380	NA	DOOR, R/H	1974 on	1
	458-270	$149.95	DOOR SKIN, L/H	GT	1
	458-275	$149.95	DOOR SKIN, R/H		1
	Rust Repair Panels				
30	457-575	$87.95	QUARTER SECTION, L/F	from chrome strip down (all)	1
	457-570	$87.95	QUARTER SECTION, R/F		1
31	457-930	$48.95	LOWER PANEL, L/F	lower 12" (all)	1
	457-935	$48.95	LOWER PANEL, R/F		
32	457-940	$43.95	DOOR BOTTOM, L/H		1
	457-945	$43.95	DOOR BOTTOM, R/H		1
33	457-952	$189.95	FENDER RPR. PANEL, L/R, BMH**	chrome-bumpered cars	1
	457-957	$189.95	FENDER RPR. PANEL, L/R, BMH**		1
	457-950	$189.95	FENDER RPR. PANEL, L/R, BMH**	rubber-bumpered cars	1
	457-955	$189.95	FENDER RPR. PANEL, R/R, BMH**		1
34	457-960	$199.95	HALF SECTION, L/R	chrome-bumpered cars (tail	1
	457-965	$199.95	HALF SECTION, R/R	lamp area incorrect for later cars)	1
35	457-970	NA	ARCH SECTION, L/R	includes lower dogleg section	1
	457-975	NA	ARCH SECTION, R/R		1
36	457-585	$43.95	DOG LEG PANEL, L/R	lower 10"	1
	457-580	$43.95	DOG LEG PANEL, R/R		1
37	457-980	$29.95	REPAIR PIECE, under light	RD & GT, chrome bumper cars	2

BL "Limited Edition" Spoiler



Fitted by the factory to MGB "LE" models in 1980, this ABS plastic spoiler greatly improves the looks of all rubber-bumpered MGBs! Also adds a racy touch to chrome-bumpered MGBs. Holes must be drilled in existing valance to mount. (Oversize Parts Fee will be charged for this item.)

475-180 $149.95

"Special Tuning" Air Dam



Specifically designed for chrome-bumper MGBs, this is a fiberglass reproduction of the factory Special Tuning air dam as used on race and rally cars. (Oversize Parts Fee will be charged for this item.)

475-195 $99.95

MGB Sebring Front & Rear Valance Panels





Fiberglass® reproductions of the streamlining panels fitted to the works MGBs when they raced at Sebring. The bumpers are eliminated, and these panels fill the resulting gaps for a smooth, clean appearance. As with all aftermarket fiberglass body panels, fitting these properly requires a large amount of patience and skill.

Front Sebring Valance **475-185 $154.95**
Rear Sebring Valance **475-190 $179.95**
} Oversize Parts Fee will be charged for these items.

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Body Side-Stripe Kit

As supplied by many dealers on new cars in the early '70s, this attractive stripe runs just above the belt line. Adds a new, distinctive dimension to the look of your MGB! Looks particularly good on chrome-bumpered cars and GTs.

Black 215-340 Silver 215-355 Gold 215-360 $56.95



Body Side-Stripe Kit

The original factory optional side stripe along the lower body. Best suited for rubber bumpered cars, as it visually blends the bumpers into the overall body shape.

Black 215-370 Silver 215-375 Gold 215-380 $77.95



Limited Edition Body Stripe Kit

Give your rubber-bumpered MGB a very special flair with this factory decal set, originally fitted only to the "LE" models.

Silver 215-730 Gold 215-735 $67.95

MGB Sebring Headlamp Covers & Fitting Kit

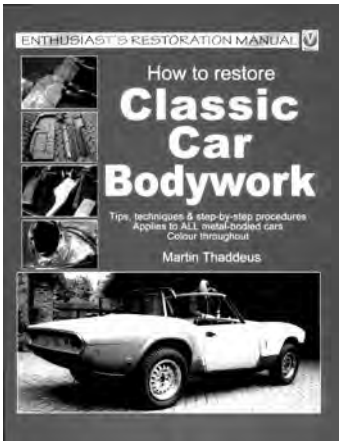


These American-made reproductions are far superior to the U.K.-produced repros periodically available, yet are much more economical. We have created a new, yet vintage-style method of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious, originality-conscious vintage racer.

Headlamp Cowl Kit **222-130 $159.95**
Alloy Cowl Fitting Kit **222-140 $49.95**

Not legal for street use in California. Other states may have similar requirements, please check local laws before ordering.

Body Panel Accessories



How to Restore Classic Bodywork

We have been waiting for a comprehensive book that details typical bodywork needed by our classics including door skins, floor and sill replacement and rust repair. This book covers all these restoration techniques and is packed full of photos of denuded MGs and Triumphs being given a new lease on life. Softbound, 8" x 101/2", 112 pages.

212-416 $39.95

Finnigan's Waxoyl

Not snake oil, but a thick waxy fluid saturated with a powerful rust inhibitor. Developed for the wet English climate, Waxoyl is your best defense against rust. Starter kit includes 2.5 liter can of Waxoyl, pump and sprayer.

225-360	**2.5 Liter Kit**	**$139.95**
225-370	**5 Liter Refill**	**$89.95**
225-375	**400ml Spray**	**$24.95**





Corroseal Rust Converter

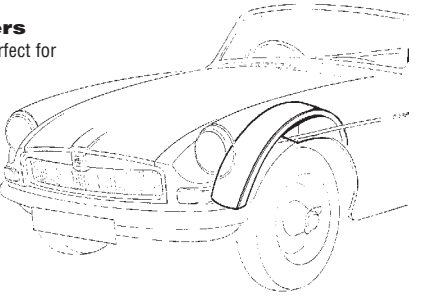
Rust. Is there a more deplorable four-letter word? Corroseal is the best way to deal with rust because it is less expensive, less time consuming, and is more environmentally friendly than sandblasting. Corroseal Rust Converter chemically alters rust (iron oxide) into a stable substance, magnetite. It also primes the surface with a high quality latex metal primer at the same time. Corroseal 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 cleanup with soap and water

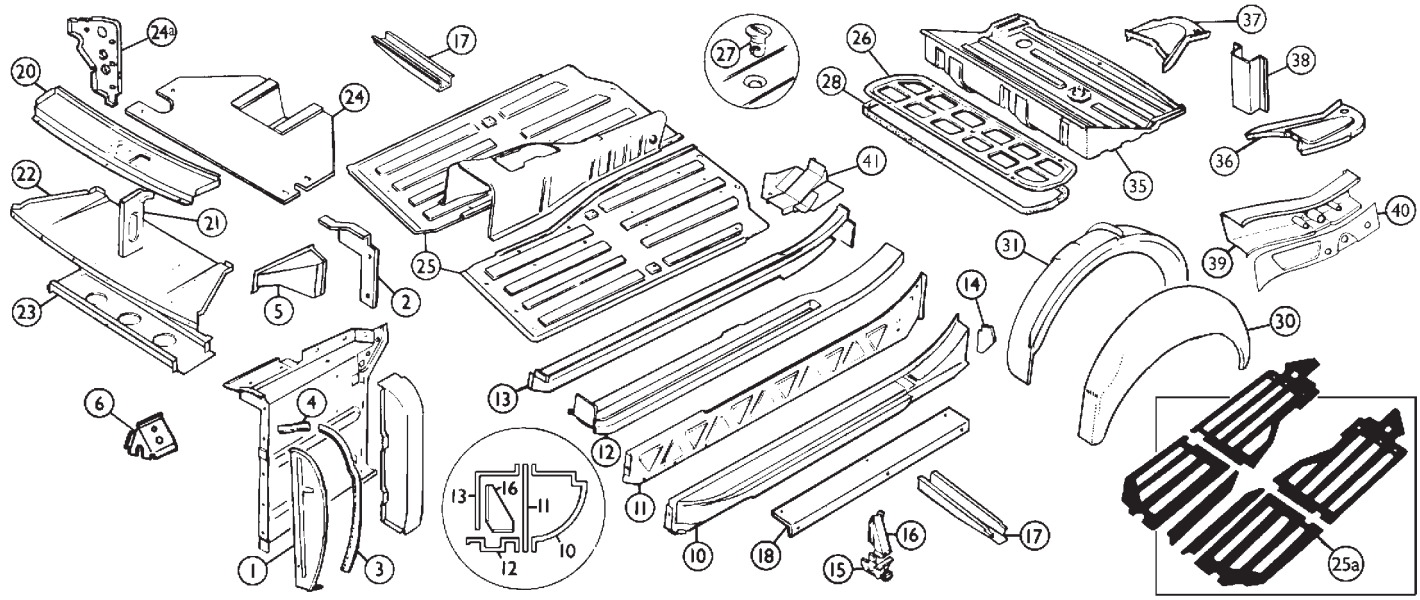
232-205 $29.95

Front Fender Well Liners

These popular UK accessories are perfect for the MGB daily driver. The molded plastic liners seal the inner front fender area, preventing salt, snow and mud from attacking your bodywork. Installation is easy; fits all MGBs. (Oversize Parts Fee will be charged for this item.)

457-415 $97.75





No.	Part No.	Price (each)	Description	Application	Qty. Req.
			Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.		
1	458-390	$21.95	SPLASH PANEL, L/H	RD to (c)294250 thru 1972	1
	458-395	$21.95	SPLASH PANEL, R/H	GT to (c)296000	1
	458-400	$5.85	SPLASH PANEL, L/H	RD from (c)294251 on	1
	458-405	$5.85	SPLASH PANEL, R/H	GT from (c)296001 on '73 on	1
			Earlier splash panels used moulded rubber seals secured with rivets, while later splash panels used a simpler push-on seal. Assemblies are interchangeable.		
	323-638	$8.95	HARDWARE KIT, splash guard mounting		1
2	458-410	$16.95	EXTENSION, L/H, splash panel, BMH*		1
	458-415	$16.95	EXTENSION, R/H, splash panel, BMH*		1
3	282-370	$10.95	SEAL L/H, splash panel	RD to (c)294250	1
	282-360	$10.95	SEAL R/H, splash panel	GT to (c)296000 thru '72	1
	282-355	$5.75	SEAL, splash panel	RD from (c)294251 on GT from (c)296001 on '73 on	2
	325-278	$4.45	RIVET SET, 34 rivets	early type seals	1
4	282-375	$1.85	SEAL, L/H, splash extension		1
	282-365	$1.85	SEAL, R/H, splash extension		1
5	458-420	$38.95	BRACE, L/H, wheel arch	RD to (c)386600	1
	458-425	$38.95	BRACE, R/H, wheel arch	all GT, thru 1975	1
	458-430	$39.95	BRACE, L/H, wheel arch, BMH*	RD from (c)386600 on	1
	458-435	$39.95	BRACE, R/H, wheel arch, BMH*	1976 on	1
6	458-192	$25.95	BRACKET, engine mount, L/H, BMH*	1975-80	1
	458-187	$25.95	BRACKET, engine mount, R/H, BMH*		1
	457-158	$369.95	ROCKER PANEL / SILL REPAIR KIT, L/H	nos. 10 thru 16	1
	457-168	$369.95	ROCKER PANEL / SILL REPAIR KIT, R/H		1
10	457-150	$137.95	ROCKER PANEL, L/H, BMH*		1
	457-160	$137.95	ROCKER PANEL, R/H, BMH*		1
	457-155	$109.95	ROCKER PANEL, L/H, aftermarket		1
	457-165	$109.95	ROCKER PANEL, R/H, aftermarket		1
11	457-170	$74.85	INNER PANEL, L/H, BMH*		1
	457-180	$74.85	INNER PANEL, R/H, BMH*		1
12	459-065	$119.95	PANEL, L/H, side member bottom, BMH*		1
	459-055	$119.95	PANEL, R/H, side member bottom, BMH*		1
	458-440	$99.95	PANEL, L/H, side member bottom, aftermarket		1
	458-445	$99.95	PANEL, R/H, side member bottom, aftermarket		1
13	458-280	$109.95	SILL, L/H, BMH*	full length as illustrated (not in kits)	1
	458-285	$109.95	SILL, R/H, BMH*		1
	458-450	$49.95	SILL, L/H, inner side member	repair panel, less rear 18" (included in kits)	1
	458-455	$49.95	SILL, R/H, inner side member		1
14	458-460	$4.15	FILLER, L/H, rocker rear		1
	458-465	$4.15	FILLER, R/H, rocker rear		1
15	458-470	$8.95	JACKING BRACKET		2
16	458-475	$4.95	BRACE, jacking bracket		2
	457-490	$149.95	CROSSMEMBER, full length, BMH*		1
17	458-480	$7.95	CROSS MEMBER HALF	jack support, repair section	2
18	240-640	$25.95	PLATE, sill tread	RD from (c)187211 on GT from (c)187841 on	2
20	458-900	$99.95	PLATFORM, bonnet lock, BMH*	chrome bumpered cars	1
	458-905	$89.95	PLATFORM, bonnet lock	rubber bumpered cars	1
21	458-910	$39.95	BRACE, platform, BMH*	chrome bumpered cars	1
	458-915	$39.95	BRACE, platform, BMH*	rubber bumpered cars	1
22	458-920	$129.95	PANEL, radiator duct	chrome bumpered cars	1
	458-925	$99.95	PANEL, radiator duct, BMH*	rubber bumpered cars	1
23	458-930	$49.95	SUPPORT, duct panel, BMH*	chrome bumpered cars	1
	458-935	$49.95	SUPPORT, duct panel, BMH*	rubber bumpered cars	1
24	458-195	$25.95	MUD SHIELD	RD from (c)410001 on	1
24a	458-185	$23.95	BRACKET, radiator mount, R/H, BMH*	1977-'80	1
	458-190	$23.95	BRACKET, radiator mount, L/H, BMH*		1
25	458-940	$199.95	FLOOR PANEL, L/H	RD to (c)138400	1
	458-945	$199.95	FLOOR PANEL, R/H	GT to (c)139471 (thru '67)	1
	458-885	$189.95	FLOOR PANEL, L/H, BMH*	RD from (c)138401 on GT from (c)139472 ('68 on)	1
	458-875	$189.95	FLOOR PANEL, R/H, BMH*		1
	458-950	$129.95	FLOOR PANEL, L/H, repro.		1
	458-955	$129.95	FLOOR PANEL, R/H, repro.		1
25a	409-128	$129.95	SOUND-DEADENING KIT, main floor, BMH*	1968 - '80	1
26	456-270	$84.95	PANEL, battery access, to '74 1/2	RD/GT to (c)360300	1
	456-275	$44.95	PANEL, battery access, BMH*	RD/GT from (c)360301 on	1
27	226-640	$7.95	FASTENER, access panel		5
28	282-500	$2.95	SEAL, battery access panel		1
30	458-960	$179.95	WHEEL WELL, L/H outer		1
	458-965	$179.95	WHEEL WELL, R/H outer		1
31	458-055	$179.95	WHEEL WELL, L/H inner, BMH*		1
	458-065	$179.95	WHEEL WELL, R/H inner, BMH*		1
35	458-987	$289.95	TRUNK FLOOR, main panel, BMH*	RD to 360300 chrome bumpered cars GT to (c)361000	1
	458-970	$239.95	TRUNK FLOOR, main panel, BMH*	RD from (c)360301 on rubber bumpered cars GT from (c)361001 on	1
36	458-975	$36.95	OUTER TRUNK FLOOR, L/H, BMH*	RD/GT	1
37	458-980	$34.95	OUTER TRUNK FLOOR, R/H		1
38	457-730	$14.95	PANEL, trunk lid striker, BMH*		1
39	457-500	$169.95	SPRING HANGER, R/H	chrome bumper cars	1
	457-510	$169.95	SPRING HANGER, L/H		1
40	457-520	$44.95	SIDE PLATE, R/H, BMH*		1
	457-530	$44.95	SIDE PLATE, L/H, BMH*		1
41	458-028	$66.95	SPRING MOUNT ASS'Y., L/H, BMH*		1
	458-018	$66.95	SPRING MOUNT ASS'Y., R/H, BMH*		1
	458-048	$66.95	SPRING MOUNT ASS'Y., L/H, BMH*	rubber bumper cars	1
	458-038	$66.95	SPRING MOUNT ASS'Y., R/H, BMH*		1

* Parts market "BMH" are produced by British Motor Heritage.

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Body Paint Color Codes

MGB Color Codes and Applications

If you've tried to match an original paint color with a similar color from your local paint store, you know you're in for a lot of headaches and a color that can only be "similar" at best. This chart will eliminate a lot of guesswork and allows you the unique opportunity to restore your MGB to its factory original color. We are once again indebted to Caroline Robinson and John Twist of Grand Rapids, Michigan for researching and compiling this valuable information.

In the following chart, the left-hand column represents the color's original name, while the second column is a more specific description of that color. Although the factory paint code does not appear on the car, we include it here for reference purposes. Aftermarket paint manufactures are abbreviated in the fourth column as follows:

DITZ Ditzler
DUP Dupont
RM Rinshed Mason

The numbers that directly follow these abbreviations represent a formula unique to each manufacturer which duplicates that original color. With this information, your local automotive paint supplier should be able to accurately mix the correct color for your car. **Certain footnotes appear occasionally throughout the chart** where slight variations in the same color occurred between model years. These are as follows:

1) 1962-1963 only
2) 1964 on
3) thru 1976
4) 1977 only

Towards the end of this chart, you will also find certain aftermarket paint codes for the engine compartment and wheels. For these jobs, you may prefer the convenience of spray paints offered by Moss.

BEFORE PAINTING YOUR CAR, verify that the paint to be used is the exact color and shade you want. We are not responsible for any problems related to use of this reference chart. We cannot provide any further information or assistance regarding paint or the formulation of these colors.

Silver-Gray Wheel Paint

Custom packed aerosol can of the correct shade of silver for MG wheels. (Not the gaudy, "hardware store" silver color!) Two cans of this acrylic enamel will make five wheels look like new and leave a bit left for later touch-up.

220-560 $20.95



Red Engine Paint '62-'71

We spent some time on it and finally came up with the correct shade of red for the properly restored MGB engine. (One can is sufficient to paint a properly prepared engine assembly.) Acrylic enamel in an aerosol can.

220-540 $20.95

Black Engine Paint '72-'80

Durable and heat resistant up to 500 degrees F., this paint is semi-gloss to correctly paint the later MGB engines. (Great for suspension parts, too!)

220-575 $14.95

High Temperature Primer

While our engine paints may be used on bare metal, this special primer will improve adherence and paint smoothness.

220-576 $14.95

Wrinkle-Finish Black Paint

Follow the directions carefully and this paint will enable you to refinish the dashboard of your 1962 - '67 MGB to look like new! A must for the serious restorer. One can, used carefully, is sufficient.

220-570 $17.95

Color Name	Description	Factory Code	Aftermarket Codes	Application	Years
Black	Black	BK I	DITZ# 9000 DUP# 99	RD/GT	1962 - '80
Old English White	Creamy White	WT 3	RM# BM149[1]/BM150[2] DITZ# 8177 DUP# 8207 or 97111	RD/GT	1962 - '67
Snowberry White	Gray White	WT 4	RM# BM151	RD/GT	1968 - '69
Glacier White	Blue White	BLVC 59	RM# BM155 DUP# 8579 DITZ# 8845[3]/90074[4]	RD/GT	1970 - '77
Leyland White	Refrigerator White	BLVC 243	DITZ# 90106 DUP# H7896	RD only	1978 - '80
Grampian Gray	Dark Gray	GR 12	RM# BM018	GT only	1967 - '69
Chelsea Gray	Light Gray	GR15	RM# BM008, DITZ# 31733 DUP# 8198	RD only	1962 - '65
Mirage	Mauve	BLVC II	RM# BM176 DITZ# 33135 DUP# 43277	RD/GT	1974
Sandy Beige	Med. Gray Brown	BG 15	RM# BM146 DITZ# 22213	GT only	1965 - '68
Golden Beige	Medium Brown	BG 19	RM# BM140	GT only	1967 - '68
Bedouin	Cream Beige	BLVC 4	RM# BM163	RD/GT	1971
Russet Brown	Dark Brown	BLVC 205	DITZ# 24378 DUP# 44848	RD only	1978 - '80
Chartreuse	Pale Yellow	BLVC 167	DITZ# 45189 DUP# 44629	RD only	1976 - '77
Inca Yellow	Sun Yellow	BLVC 207	DITZ# 82309 DUP# 44880	RD only	1978 - '79
Snap Dragon	Sun Yellow	BLVC 235	DITZ# 82462 DUP# 45475	RD only	1980
Pale Primrose	Light Yellow	YL 12	RM# BM131 DITZ# 81499	RD/GT	1965 - '70
Bronze Yellow	Dark Yellow	BLVC 15	RM# BM157 DITZ# 81827 DUP# 8581	RD/GT	1970 - '73
Harvest Gold	Muddy Yellow	BLVC 19	RM# BM170 DITZ# 82018 DUP# 30013	RD/GT	1972 - '76
Sandglow	Caramel	BLVC 63	DITZ# 24300 DUP# 44565	RD/GT	1976 - '77
Bracken	Muddy Orange	BLVC 93	RM# BM187 DITZ# 60760 DUP# 43275	RD/GT	1974 - '76
Damask Red	Maroon	RD 5 BLVC 99	RM# BM112R DUP# 8819 DITZ# 71064[3]/72261[4]	RD/GT	1973 - '77
Tartan Red	Bright Red	RD 9	RM# BM124R DUP# 8204 DITZ# 71062[1]/71416[2]	RD/GT	1962 - '69
Blaze Red	Orange	BLVC 16	RM# BM162 DITZ# 60637 DUP# 30007	RD/GT	1971 - '75
Flame Red	Red	BLVC 61	RM# BM162 DITZ# 71861 DUP# 8571	RD/GT	1970 - '72
Flamenco Red	Orange Red	BLVC 133	DITZ# 72144, DUP# 43661	RD only	1975-'77
Black Tulip	Dark Purple	BLVC 23	RM# BM168M DITZ# 14417 DUP# 30015	RD/GT	1973
Aconite	Dark Purple	BLVC 95	RM# BM181D DITZ# 14728 DUP# 43274	RD/GT	1974 - '75
Vermillion Red	Orange Red	BLVC 118	DITZ# 60932 DUP# 45471	RD only	1978 - '80
Carmine Red	Maroon Red	BLVC 209	DITZ# 72065 DUP# 43019	RD only	1978 - '80
British Racing Green	Medium Dark Green (yellowish green)	GN 25	RM# BM079 DITZ# 43342 DUP# 8193	RD/GT	1964 - '70

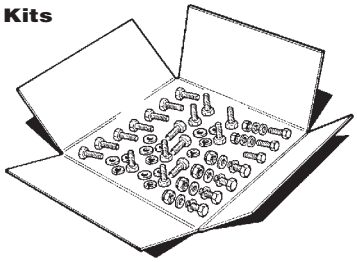
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Color Name	Description	Factory Code	Aftermarket Codes	Application	Years
British Racing Green	Medium Dark (darker than GN25)	GN 29	RM# BM078 DITZ# 46446 DUP# 8194	RD/GT	1964 - '70
Green Mallard	Dark Green	BLVC 22	RM# BM169D DITZ# 44638 DUP# 30014	RD/GT	1972 - '73
New Racing Green	Very Dark Green	BLVC 25	RM# BM167 DITZ# 44446 DUP# 30012	RD/GT	1971
Aqua	Light Turquoise	BLVC 60	RM# BM159 DITZ# 14075 DUP# 8821	RD/GT	1972
Limeflower	Dark Lime Green	BLVC 20	RM# BM166 DITZ# 44448 DUP# 30010	RD/GT	1973
Citron	Chartreuse	BLVC 73	RM# BM177 DITZ# 44947 DUP# 43276	RD/GT	1974 - '76
Tundra	Olive Drab	BLVC 94	RM# BM178 DITZ# 44978 DUP# 43278	RD/GT	1974 - '76
Brooklands Green	Medium Green	BLVC 169	DITZ# 45190 DUP# 44630	RD only	1976 - '80
Mineral Blue	Dark Blue	BU 9	RM# BM060 DITZ# 12115 DUP# 8182	RD/GT	1965 - '69
Iris Blue	Medium Light Blue	BU 12	RM# BM054 DITZ# 12235 DUP# 8184	RD only	1962 - '65
Blue Royale	Dark Blue	BU 38	RM# BM039 DITZ# 12635	RD/GT	1970
Teal Blue	Medium Dark Blue	BLVC 18	RM# BM164 DITZ# 14244 DUP# 30006	RD/GT	1971 - '74
Tahiti Blue	Bright Blue	BLVC 65	DITZ# 14866[3]/15096[4]	RD only	1975 - '77
Pageant Blue	Brighter Blue	BLVC 224	DITZ# 15231 DUP# 45473AH	RD only	1978 - '80

Paint Codes for Other Components

Application	Color	Aftermarket Codes	
1962 - '71 Engines (18G to 18GK)	Dark Red	Moss# 220-540	$20.95
1972-'80 Engines (18V)	Black	Moss# 220-575	$14.95
Engine Cooling Fan and Pulley	Yellow	Rustoleum #7747 (Sunburst Yellow)	NA
Wire and Disc Wheels	"Hammered" Silver	Moss# 220-560	$20.95
Washer Bottle Bracket	"Tudor Blue"	Krylon 3107	NA

Hardware Kits



Our complete Fitting Kits are designed to make installing various components to your car fast, simple and very convenient!

Engine Kits:

Timing Cover Screw Set
Fits 1962-'76 with oval washers. 323-568 $11.75

Timing Cover Screw Set
Fits 1976 on with plain washers. 323-558 $7.95

Sump Screw Set
Fits all 1962-'80. 323-548 $9.95

Engine to Gearbox Nut & Bolt Set
Fits 1962-'67 with 3-Synchro gearboxes. 322-428 $8.95

Engine to Gearbox Nut & Bolt Set
Fits 1968 on with All-Synchro gearboxes. 322-438 $7.50

Fuel Tank Mounting Kit

Fits 1965 on (not for early strap-on tanks). 323-628 $10.95

Exhaust Mounting Kits:

Center Exhaust Mounting Kit
Fits all 1962-'80. 470-138 $12.95

Rear Exhaust Mounting Kit
Fits 1962-'69 to (c)167815. 470-178 $10.25

Rear Exhaust Mounting Kit
Fits 1969-'74. Roadsters from (c)167816 to 360300 and GTs from (c)167816 to 361000. 444-145 $29.95

Rear Exhaust Mounting Kit
Fits '74 1/2 on (all rubber-bumpered cars). 470-148 $28.95

Exh. Manifold Stud & Nut Kit (6 studs & brass nuts)
Fits 1962-'74 (all cars with twin SU carbs.). 328-718 $9.45

Suspension Kits:

Front Suspension Dust Tube Kits
Includes both tubes and spring. 2 required. 263-428 $9.95

Rear Spring Fitting Kit (for 1 spring)
Fits cars with Banjo-Type rear axles. 454-927 $15.95

Rear Spring Fitting Kit (for 1 spring)
Fits cars with Tube-Type rear axles. 454-937 $18.95

Rear Spring Shackle Kit
Includes shackle plate with studs, plate, nuts and bolts. 2 kits required per car. 267-528 $12.75

Bodywork & Bumper Kits:

Front Fender Fitting Kit
Fits all '62-'80. One kit does both fenders. 321-928 $32.95

Front Valance Fitting Kit 323-618 $6.65

Front Bumper Fitting Kit
Fits 1962-'74 (cars with chrome bumpers). 321-908 $32.95

Rear Bumper Fitting Kit
Fits 1962-'74 (cars with chrome bumpers). 321-918 $29.95

Trim & Body Molding Kits:

Interior Trim Screw Set
Chrome finish for early roadsters. 323-578 $13.95

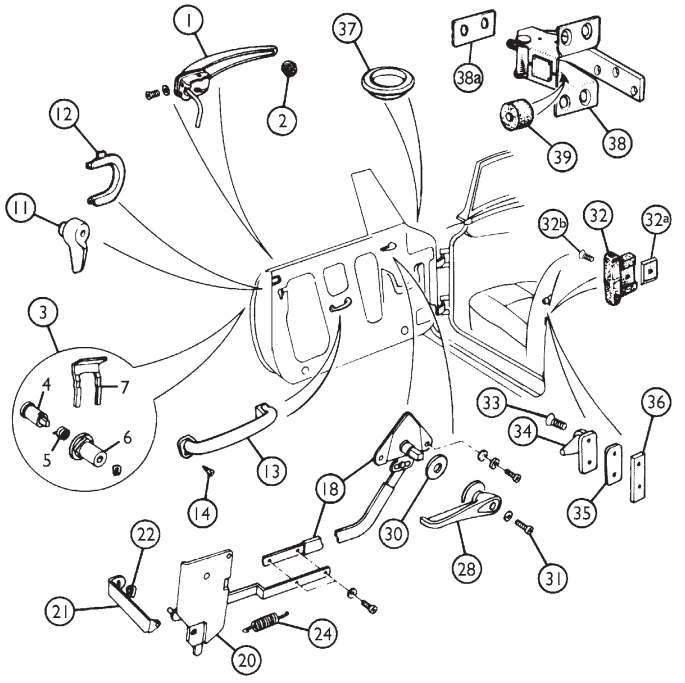
Interior Trim Screw Set
Black finish for later roadsters. 323-988 $14.80

Interior Trim Screw Set
Black finish for GTs. 323-608 $19.95

Body Molding Fitting Kit
Complete set to fit all 6 body moldings. 326-058 $21.95

Inner Front Fender Splash Panel Fixing Kit
Complete set for left and right panels. 323-638 $8.95

Door Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - early 1965					
RD from (b)101 to 57985 with pull-out exterior door handles					
1	401-510	$49.95	DOOR HANDLE, L/H, exterior		1
	401-520	$49.95	DOOR HANDLE, R/H, exterior		1
2	011-734	$1.95	BUFFER, door handle		2
3	401-578	$67.80	LOCK ASSEMBLY, pair		1
4	401-570	NA	BARREL & KEYS		2
5	401-575	NA	COLLAR SPRING		2
6	401-580	NA	CASE		2
7	401-585	$2.35	RETAINING CLIP		2
11	472-260	$47.95	KNOB, inside locking, passenger's door		1
12	401-595	$21.95	FINISHER, lock		2
13	472-240	$13.95	HANDLE, door pull, with end brackets		2
	402-470	NA	HANDLE, door pull, without brackets		2
14	323-080	$0.95	SCREW, door pull		4
18	402-300	NA	REMOTE CONTROL, L/H		1
	402-305	NA	REMOTE CONTROL, R/H		1
20	401-110	NA	LATCH, L/H		1
	401-210	NA	LATCH, R/H		1
21	402-320	$26.95	LINK		2
22	402-325	$1.65	SPRING CLIP		2
24	402-330	NA	TENSION SPRING		2
28	472-250	$8.75	HANDLE, door opening		2
30	472-265	$1.45	FIBER WASHER		2
31	323-205	$1.30	SCREW, handle fixing		2
32	281-608	$7.75	DOOR BUFFER SET, 4 buffers		1
32a	470-490	$2.50	TAPPING PLATE		4
32b	323-080	$0.95	SCREW		4
33	323-595	$1.15	SCREW, securing striker plate		4
34	470-540	$8.95	STRIKER		2
35	472-455	$1.60	PACKING		A/R
36	470-480	$5.95	TAPPING PLATE		2
37	282-995	$0.95	PLUG, rain excluder		4
38	405-460	$139.95	DOOR HINGE, L/H, BMH*		2
	405-470	$139.95	DOOR HINGE, R/H, BMH*		2
	323-235	$0.75	SCREW, hinge to door		12
	323-275	$0.75	SCREW, hinge to body		16
38a	405-480	$8.65	TAPPING PLATE, hinge to body, BMH*		8
39	282-895	$1.75	BUFFER, door hinge		4

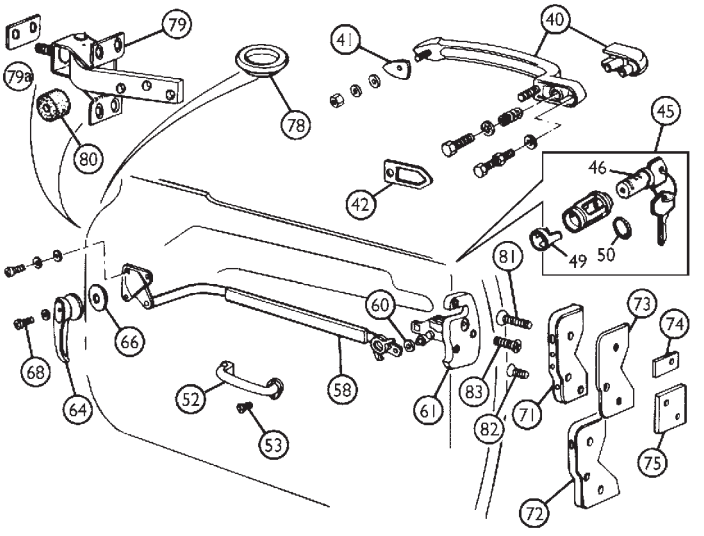
* Parts marked "BMH" are produced by British Motor Heritage.

1962 - '64 MGB Door Latch Repair Kit

This marvelous kit includes all of the wearing components in the early "pull out" handle door latches, enabling the latch assemblies to be rebuilt to new operating condition. Fits left and right latches, 2 required per car.

401-117 $19.65





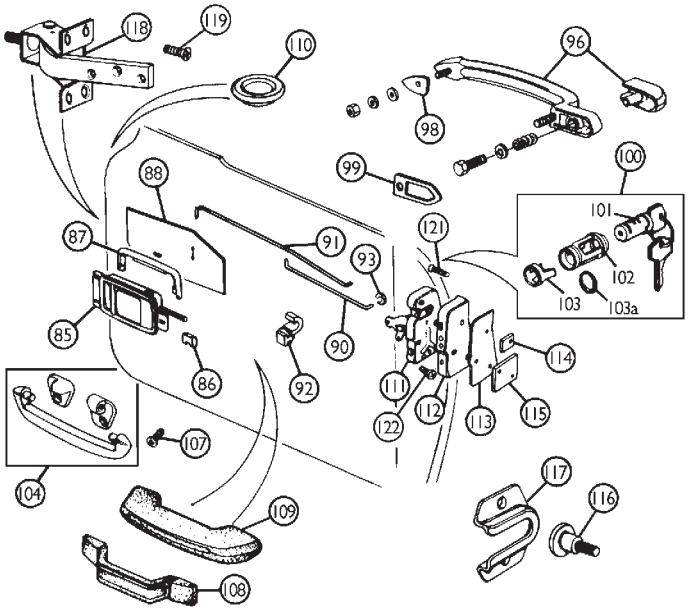
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1965 - 1967					
RD from (b)57986 to 110292/GT from (b)101 to 21777 with push button exterior door han dles					
40	803-165	$54.95	DOOR HANDLE, exterior		2
41	401-540	$0.75	GASKET, front		2
42	401-550	$0.75	GASKET, rear		2
	401-588	$119.95	**MASTER LOCK SET,** includes 2 matching door locks 1 trunk lid lock, 1 glove box and 2 keys		1
	402-198	$52.75	DOOR LOCK PAIR, with 2 keys		1
45	402-190	$34.95	LOCK ASSEMBLY, L/H		1
	402-200	$34.95	LOCK ASSEMBLY, R/H		1
46	401-560	NA	BARREL & KEY		2
49	401-590	NA	RETAINING CLIP		2
50	402-170	$0.95	GASKET, door lock		2
52	472-240	$13.95	HANDLE, door pull		2
53	323-080	$0.95	SCREW, door pull		4
58	402-310	NA	REMOTE CONTROL, L/H		1
	402-315	NA	REMOTE CONTROL, R/H		1
60		NA	FIBER WASHER		2
61	401-120	NA	LATCH, L/H		1
	401-220	NA	LATCH, R/H		1
64	472-250	$8.75	HANDLE, door opening		2
66	472-265	$1.45	FIBER WASHER		2
68	323-205	$1.30	SCREW, handle fixing		2
71	401-320	NA	STRIKER, L/H	RD	1
	401-340	NA	STRIKER, R/H	RD	1
72	401-330	$9.00	STRIKER, L/H	GT	1
	401-350	$9.00	STRIKER, R/H	GT	1
73	402-410	$1.45	SHIM, .064"		A/R
	402-415	$1.45	SHIM, .036"		A/R
74	402-340	$3.70	TAPPING PLATE, upper		2
75	402-420	$4.95	TAPPING PLATE, lower		2
78	282-995	$0.95	PLUG, rain excluder		4
79	405-460	$139.95	DOOR HINGE, L/H, BMH*		2
	405-470	$139.95	DOOR HINGE, R/H, BMH*		2
	323-235	$0.75	SCREW, hinge to door		12
	323-275	$0.75	SCREW, hinge to body		16
79a	405-480	$8.65	TAPPING PLATE, hinge to body, BMH*		8
80	282-895	$1.75	BUFFER, door hinge		4
81	323-195	$0.75	SCREW, striker plate, long		2
82	323-255	$0.70	SCREW, striker plate, short		4
83	323-585	$0.55	SCREW, securing door latch		6

* Parts marked "BMH" are produced by British Motor Heritage.

To prevent the "crack of doom" on MGB doors just behind the vent window frame, ensure that the car's doors are properly hung, adjusted, and hinges lubricated. This does need periodic attention due to hinge wear. Also, don't pull on the vent window to close the doors!

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1968 - 1980					
RD from (c)138401/GT from (c)139472					
85	402-360	$48.95	HANDLE & CONTROL ASSEMBLY, L/H		1
	402-365	$48.95	HANDLE & CONTROL ASSEMBLY, R/H		1
86	402-370	NA	CONNECTOR		2
87	402-375	$2.45	BEZEL, interior handle		4
88	402-380	NA	DUST SEAL, handle assembly		2
90	402-390	$1.45	LINK, operating, L/H		1
	402-395	NA	LINK, operating, R/H		1
91	402-400	NA	LINK, locking, L/H		1
	402-405	NA	LINK, locking, R/H		1
92	402-385	NA	RETAINER, link		2
93	401-121	NA	CLIP, operating links to latch		2
96	401-535	$54.95	DOOR HANDLE, exterior		2
98	401-540	$0.75	GASKET, front		2
99	401-550	$0.75	GASKET, rear		2
	401-598	$119.95	**MASTER LOCK SET,** includes 2 door locks, 1 trunk lock and 2 keys		1
	402-198	$52.75	DOOR LOCK PAIR		1
100	402-190	$34.95	LOCK ASSEMBLY, L/H		1
	402-200	$34.95	LOCK ASSEMBLY, R/H		1
101	401-560	NA	BARREL & KEY		2
102		NA	CASE		2
103	401-590	NA	RETAINING CLIP		2
103a	402-170	$0.95	GASKET, door lock		2
104	472-240	$13.95	DOOR PULL, assembly, thru 1971**RD/GT to (c)258000		2
	**Earlier type (orig. thru 1967), with open ends on brackets. Later type is not available.				
107	323-080	$0.95	SCREW, door pull		4
108	402-450	NA	DOOR PULL, autumn leaf (tan)	RD from (c)258001	2
	402-455	$14.95	DOOR PULL, ochre (mustard)	to 294250	2
	402-453	$17.75	DOOR PULL, black	GT from (c)258001	2
	402-490	NA	DOOR PULL, navy	to 296000	2
	472-507	$0.95	SCREW, door pull	1972	4
109	402-425	$49.95	DOOR PULL, armrest, black		2
	402-430	$65.95	DOOR PULL, armrest, autumn leaf		2
	402-435	$77.95	DOOR PULL, armrest, navy	RD from (c)294251	2
	402-440	$86.25	DOOR PULL, armrest, ochre	GT from (c)296001	2
	402-495	NA	DOOR PULL, armrest, champagne	1973 on	2
	402-442	$0.50	SCREW, door pull		4
	402-443	$0.95	NUT, plastic (in door)		4
110	282-995	$0.95	PLUG, rain excluder		4
111	401-130	NA	LATCH, L/H		1
	401-135	$399.95	LATCH, R/H		1
112	401-360	$33.75	STRIKER, L/H	RD	1
	401-370	$33.75	STRIKER, R/H		1
	401-380	NA	STRIKER, L/H	GT	1
	401-390	NA	STRIKER, R/H	use RD parts as repl.	1
113	402-410	$1.45	SHIM, .064"		A/R
	402-415	$1.45	SHIM, .036"		A/R
114	402-340	$3.70	TAPPING PLATE, upper		2
115	402-420	$4.95	TAPPING PLATE, lower		2
116	401-385	$9.25	PIN, anti-burst unit	RD from (c)410001 on	2
117	401-395	$6.75	PLATE, anti-burst unit	1977 on	2
118	405-460	$139.95	DOOR HINGE, L/H, BMH*	RD from (c)138401 to 410000	2
	405-470	$139.95	DOOR HINGE, R/H, BMH*	GT from (c)139472 to 410000	2
	405-460	$139.95	DOOR HINGE, L/H, upper, BMH*		1
	405-465	$139.95	DOOR HINGE, L/H, lower, BMH*	RD from (c)410001 on	1
	405-470	$139.95	DOOR HINGE, R/H, upper, BMH*	1977 on	1
	405-475	$139.95	DOOR HINGE, R/H, lower, BMH*		1
119	323-275	$0.75	SCREW, hinge to body		16
120	323-235	$0.75	SCREW, hinge to door		12
121	323-195	$0.75	SCREW, striker plate, long		2
	323-255	$0.70	SCREW, striker plate, short		4
122	314-000	$0.55	SCREW, securing door latch	(replacement)	6

* Parts marked "BMH" are produced by British Motor Heritage.



Security Door Lock Set

Except for the early roadster with pull-out door handles, this high security lock set will fit all roadsters and GTs through 1980. Proven to increase protection dramatically, this system incorporates a unique locking cam mechanism.
401-628 $109.95

Door Lock Fitting Kit

Fits 1965-'80. These clever kits allow factory door locks to be fitted without using the factory style securing clips, which are not very easy to to fit and very difficult to remove. These new clips are also designed to prevent the lock from rotating in the door skin. **402-195 $21.95**

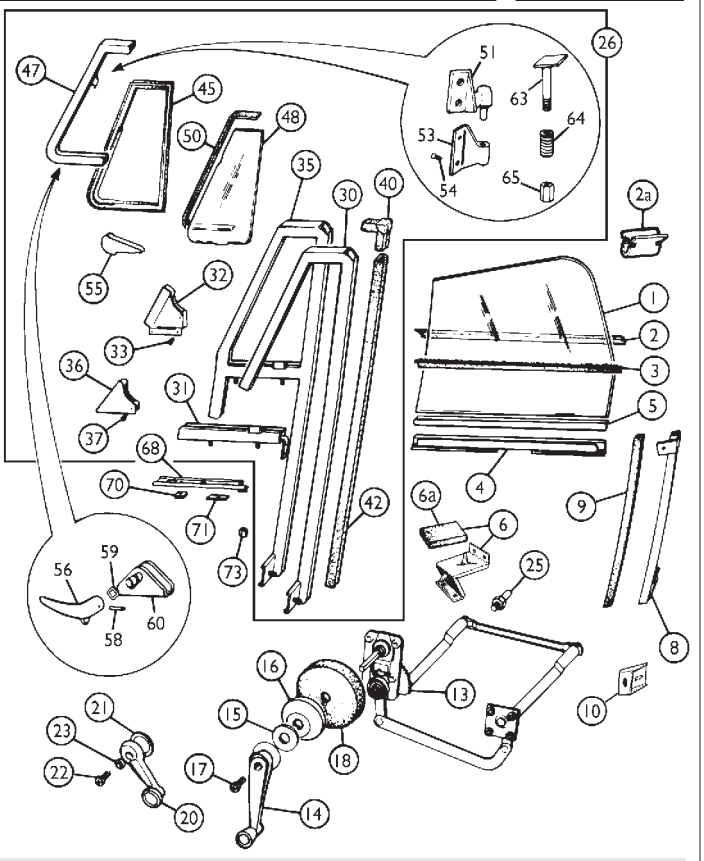


Chrome Door Pull & Window Winder

While standard pulls and winders are bound to break with normal use, these are attractive and durable alternatives to the original plastic components. Sold individually. Order screws separately. (May differ slightly from photo.)
1962-'71 Door Pull **803-440 $19.75**
1968-'80 Winder **472-540 $19.75**



Door Window Fittings

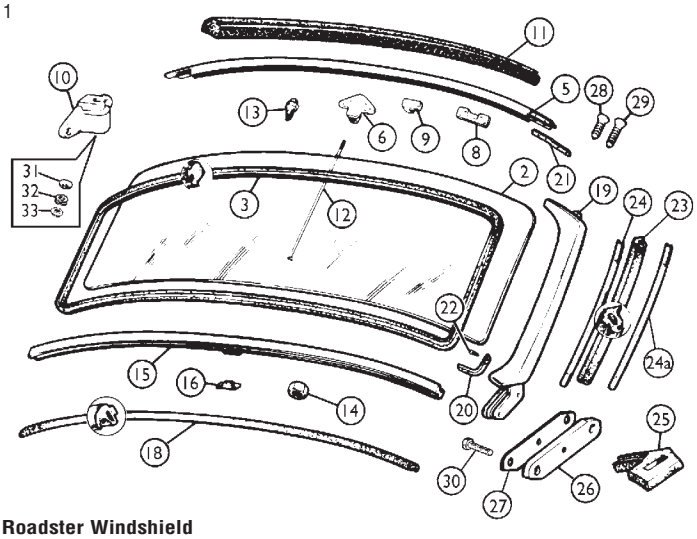


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	458-830	$48.75	DOOR GLASS, L/H	RD	1
	458-850	$48.75	DOOR GLASS, R/H	RD	1
	458-840	$59.95	DOOR GLASS, L/H, clear	GT to (c)219000	1
	458-860	$59.95	DOOR GLASS, R/H, clear	GT to (c)219000	1
	458-890	$69.95	DOOR GLASS, L/H, tinted	GT from (c)219001 on (optional for earlier cars)	1
	458-895	$69.95	DOOR GLASS, R/H, tinted	GT from (c)219001 on (optional for earlier cars)	1
2	282-380	$5.85	SEAL, door top, L/H		1
	282-390	$5.85	SEAL, door top, R/H		1
2a	803-400	$0.50	CLIP, seal to finisher	GT	14
		NA	RIVET, seal to finisher	RD	14
3	682-030	$7.95	BRUSH SEAL, door top		2
4	402-220	$29.95	CHANNEL, lower		2
5	282-550	$4.25	GLAZING RUBBER		2
6	402-231	$39.95	BRACKET, glass stop, R/H		2
	402-232	$39.95	BRACKET, glass stop, L/H		2
6a	402-230	$1.95	BUFFER, glass stop		2
8	402-235	$47.95	REAR CHANNEL, L/H		1
	402-240	$47.95	REAR CHANNEL, R/H		1
9	458-610	$3.75	FLEX CHANNEL		2
10	458-605	$26.95	BRACKET, R/H, channel	RD/GT from (c)146104 on (fits RD ft. & rear, GT rear only)	2/1
	458-615	$15.95	BRACKET, L/H, channel	RD/GT from (c)146104 on (fits RD ft. & rear, GT rear only)	2/1
13	402-250	NA	REGULATOR, L/H	RD to (b)57986	1
	402-255	NA	REGULATOR, R/H	RD to (b)57986	1
	402-260	NA	REGULATOR, L/H	RD from (b)57986 to 110292	1
	402-265	NA	REGULATOR, R/H	GT to (b)21777	1
	402-270	NA	REGULATOR, L/H	RD from (c)138401 on ('68 on)	1
	402-275	NA	REGULATOR, R/H	GT from (c)139472 on	1
14	472-230	$10.95	HANDLE, regulator	RD to (c)138400 GT to (c)139471 (thru 1967)	2
15	472-265	$1.45	WASHER, fiber	RD to (c)138400 GT to (c)139471 (thru 1967)	2
16	472-500	$12.35	ESCUTCHEON	RD to (c)138400 GT to (c)139471 (thru 1967)	2
17	323-205	$1.30	SCREW, handle	RD to (c)138400 GT to (c)139471 (thru 1967)	2
18	472-510	$2.35	PAD, handle	RD to (c)138400 GT to (c)139471 (thru 1967)	2
20	472-520	$3.95	HANDLE, plastic (original)	RD from (c)138401 on	2
	472-540	$19.75	HANDLE, chrome (replacement)	GT from (c)139472 on (1968 on)	2
21	472-525	$0.95	WASHER, fiber	(1968 on)	2
22	472-495	$1.95	SCREW & SPACER, black	for black handles	2
	472-535	$0.80	SCREW, chrome	for chrome handles	2
23	472-530	$3.50	SPACER, chrome	for chrome handles	2
24	324-010	$0.25	LOCKWASHER for screw		2
25	402-280	NA	STOP, regulator arm	RD/GT from (b)57986 on	2
26	458-500	$369.95	VENTILATOR ASSEMBLY, L/H	RD from (c)65865 on	1
	458-505	$389.95	VENTILATOR ASSEMBLY, R/H	RD from (c)65865 on	1
	458-510	NA	VENTILATOR ASSEMBLY, L/H	GT (ealier parts not avail.)	1
	458-515	NA	VENTILATOR ASSEMBLY, R/H	GT (ealier parts not avail.)	1
30	458-520	NA	OUTER FRAME, L/H		1
	458-525	NA	OUTER FRAME, R/H		1
31	458-530	NA	WAIST RAIL, L/H		1
	458-535	NA	WAIST RAIL, R/H	RD to (c)65864	1
32	458-540	NA	CAPPING, L/H	RD to (c)65864	1
	458-545	NA	CAPPING, R/H	RD to (c)65864	1
33	458-550	$0.75	SCREW, capping to frame	RD to (c)65864	12
35	458-560	NA	OUTER FRAME, L/H	RD from (c)65865 on	1
	458-565	NA	OUTER FRAME, R/H	RD from (c)65865 on	1
	458-570	NA	OUTER FRAME, L/H	GT	1
	458-575	NA	OUTER FRAME, R/H	GT	1
36	458-580	$20.95	CAPPING, L/H	RD from (c)65865 on	1
	458-585	$25.95	CAPPING, R/H	RD from (c)65865 on	1
	458-590	NA	CAPPING, L/H	GT	1
	458-595	NA	CAPPING, R/H	GT	1
37	458-550	$0.75	SCREW, capping to frame	RD from (c)65865 on	4
	458-555	NA	SCREW, capping to frame	GT	4
40	282-575	$4.15	BLOCK, corner	RD/GT to approx. 1969	2
	282-595	$4.35	BLOCK, corner	RD/GT approx. '69 to (c)279339	2
	282-065	$2.25	BLOCK, corner	RD/GT from (c)279340	2
42	458-610	$3.75	FLEX CHANNEL		2
45	282-530	$12.75	SEAL, vent window, L/H	RD	1
	282-510	$12.75	SEAL, vent window, R/H	RD	1
	282-540	$13.75	SEAL, vent window, L/H	GT	1
	282-520	$13.75	SEAL, vent window, R/H	GT	1
47	458-620	$27.95	INNER FRAME, L/H	RD	1
	458-625	$25.95	INNER FRAME, R/H	RD	1
	458-630	NA	INNER FRAME, L/H	GT	1
	458-635	NA	INNER FRAME, R/H	GT	1
48	458-780	$36.95	GLASS, L/H & R/H	RD	2
	458-800	$49.95	GLASS, L/H, clear	GT to (c)279339	1
	458-790	$49.95	GLASS, R/H, clear	GT to (c)279339	1
	458-855	$57.95	GLASS, L/H, tinted	GT from (c)279340 on	1
	458-865	$54.95	GLASS, R/H, tinted	GT from (c)279340 on	1
50	282-095	$2.40	GLAZING RUBBER	sold per foot	A/R
51	458-640	$8.95	HINGE TOP, L/H	RD	1
	458-645	$8.65	HINGE TOP, R/H	RD	1
	458-765†	$0.40	RIVET, hinge top	RD	4
	458-650	NA	HINGE TOP, L/H	GT	1
	458-655	NA	HINGE TOP, R/H	GT	1
	458-765†	$0.40	RIVET, hinge top	GT	4
53	458-745	$9.95	HINGE BOTTOM, L/H	RD to (c)279339 (screw type)	1
	458-755	$9.95	HINGE BOTTOM, R/H	RD to (c)279339 (screw type)	1
	458-775	NA	HINGE BOTTOM, L/H	GT to (c)279339 (screw type)	1
	458-785	NA	HINGE BOTTOM, R/H	GT to (c)279339 (screw type)	1
54	323-060	$0.95	SCREW, hinge	RD/GT to (c)279339	4
	458-660	$5.95	HINGE BOTTOM, L/H	RD from (c)279340 (rivet type)	1
	458-665	$5.95	HINGE BOTTOM, R/H	RD from (c)279340 (rivet type)	1
	458-670	$7.95	HINGE BOTTOM, L/H	GT from (c)279340 (rivet type)	1
	458-675	NA	HINGE BOTTOM, R/H	GT from (c)279340 (rivet type)	1
	458-765	$0.40	RIVET, hinge	RD/GT from (c)279340	4
55	458-680	NA	DRAIN CHANNEL, L/H	RD	1
	458-685	NA	DRAIN CHANNEL, R/H	RD	1
	458-690	NA	DRAIN CHANNEL, L/H	GT	1
	458-695	NA	DRAIN CHANNEL, R/H	GT	1
56	470-590	$38.95	HANDLE, L/H, curved	RD to (c)138799	1
	470-580	$38.95	HANDLE, R/H, curved	RD to (c)138799	1

† Rivet is factory replacement for original screw.

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	470-595	$23.95	HANDLE, L/H, flat	RD from (c)138000 on	1
	470-585	$23.95	HANDLE, R/H, flat	GT from (c)139284 on	1
58	325-470	$1.45	PIN, handle securing		2
59	324-295	$0.35	WASHER, anti-rattle		2
60	458-700	$49.95	BRACKET, curved handle		2
	458-705	$13.95	BRACKET, flat handle		2
63	458-710	$14.35	PIVOT PIN, bottom	RD	2
	458-715	$20.95	PIVOT PIN, bottom	GT	2
64	329-850	$1.45	SPRING		2
65	312-000	$0.40	NUT, pivot pin		2
68	282-780	$4.15	SEAL, frame seating, L/H	RD	1
	282-770	$4.15	SEAL, frame seating, R/H	RD	1
	324-305	$0.95	SEAL, frame seating	GT	2
70	312-015	$1.85	REINFORCEMENT, front		2
71	312-020	$2.45	REINFORCEMENT, rear		2
73	312-010	$1.95	NUT, frame to door		
1					



Roadster Windshield

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

	472-600	NA	WINDSHIELD ASSEMBLY, complete	RD to (c)306515	1
	472-610	NA	WINDSHIELD ASSEMBLY, complete	RD from (c)306516 on	1
2	458-345	$349.95	GLASS, windshield, clear,Triplex brand	orig.*	1
	458-365	$349.95	GLASS, windshield, clear, Triplex brand	modified*	1
	458-375	$349.95	GLASS, windshield, tinted, Triplex brand	modified*	1
	458-810	NA	GLASS, windshield, clear, aftermarket	orig.*	1
	458-815	$109.95	GLASS, windshield, tinted, aftermarket	orig.*	1
			*"orig" = original style rounded corners		
			"modified" = slightly recessed corners to minimise breakage		
3	282-420	$23.75	GLAZING RUBBER, windshield		1
5	453-270	NA	TOP RAIL	RD to (c)187210	1
	453-275	NA	TOP RAIL	RD from (c)187211 on	1
6	472-410	NA	BRACKET, center rod	RD to (c)187210	1
	472-415	NA	BRACKET, center rod	RD from (c)187211 on	1
8	472-620	NA	BRACKET, hood latch		2
9	233-930	$2.65	ANCHOR, sun visor		2
10	233-920	NA	BRACKET, sun visor pivot	RD to (c)410000	2
	233-925	$10.85	BRACKET, sun visor pivot	RD from (c)410001 on	2
	325-277	NA	RIVET, sunvisor pivot		12
11	453-610	$14.95	SEAL, on header rail		1
12	472-420	$16.95	CENTER ROD	RD to (c)138400	1
	472-425	$5.85	CENTER ROD	RD from (c)138401 on	1
13	472-635	$3.45	NUT, rod to top bracket	RD to (c)187210	1
14	310-040	$0.20	NUT, rod to bottom bracket	RD to (c)138400	1
	472-640	$1.45	NUT, rod to bottom bracket	RD from (c)138401 on	1
15	453-300	NA	BOTTOM RAIL ASSEMBLY	RD to (c)172699	1
	453-305	NA	BOTTOM RAIL ASSEMBLY	RD from (c)172700 on	1
16	470-895	NA	BRACKET, center rod	RD to (c)187210	1
	470-885	NA	BRACKET, center rod	RD from (c)187211 on	1
18	282-410	$12.95	SEAL, bottom rail to body		1
19	408-010	NA	PILLAR, L/H	RD to (c)306515	1
	408-020	NA	PILLAR, R/H	RD to (c)306515	1
	408-015	NA	PILLAR, L/H	RD from (c)306516 on	1
	408-025	NA	PILLAR, R/H	RD from (c)306516 on	1
20	408-040	$39.95	BRACKET, L/H, pillar to bottom rail		1
	408-050	$39.95	BRACKET, R/H, pillar to bottom rail		1
21	408-075	NA	BRACKET, R/H, top rail to pillar	rivets to top rail	1
	408-085	NA	BRACKET, L/H, top rail to pillar	rivets to top rail	1
22	408-055	$0.55	SCREW, bracket		8
23	282-400	$3.95	SEAL, pillar to ventilator		2
24	408-030	$5.95	RETAINER, pillar seal		2
24a	408-035	$3.65	INNER SEAL RETAINER		2
25	282-450	$1.90	GROMMET, L/H, pillar to body		1
	282-460	$1.90	GROMMET, R/H, pillar to body		1
26	408-070	$18.95	PACKING, outer (aluminum), pillar to body		2
27	408-060	$11.95	PACKING, inner (fiber), pillar to body		2
28	408-056	$0.65	SCREW, short, top rail to pillar		4
29	408-057	$0.45	SCREW, long, top rail to pillar		2
30	117-022	$0.60	BOLT, pillar to body		4
	322-946	$0.65	SCREW, packing to body		2
31	324-175	$0.45	CUP WASHER, visor mounting	RD	2
32	324-185	$0.45	SPRING WASHER, visor mounting	RD	2
33	310-830	$0.45	NUT, visor mounting	RD	2



Sun Visor Kit

Sun visors were a factory option from 1962 thru about '67, and these kits are intended for those of you with cars not so equipped. Includes two black vinyl visors and all necessary brackets and hardware.

224-108 $76.95

1962-'76 Sun Visors

These were optional equipment before they became standard around 1968. Sold individually; fits both right and left hand. **233-110 $21.95**

See complete sunvisor listing on page 102.

MGB Windshield Replacement

Replacing the windshield on an MGB roadster can be completed with a few simple tools and a reasonable amount of patience. Having a good workshop manual is a must (see the color section at the front of this catalog).

Removing the windshield assembly is a simple task. Loosen the two bolts securing the bottom center rod bracket to the dash top. Leave the center rod assembly intact to hold the windshield assembly together. Remove the four bolts securing the windshield pillars to the body. Completely remove the center rod bolts. Withdraw the entire windshield assembly from the car.

Begin dismantling the windshield by removing the rear view mirror and visors. Remove the nuts and washers securing the center rod to its top bracket, and withdraw the rod through the bottom bracket. Unscrew only the outer three screws securing the top rail to each pillar. The long outer screw on each side is a Moss #408-057, the two short inner screws on each side are Moss #408-056.

Peel back the frame to body seal (Moss #282-410) just enough to remove the two screws on either end of the bottom rail. With a soft mallet, gently tap the pillars free of the glass and rails. The top and bottom rails can now be removed. Peel the glazing rubber away from the glass.

Inspect and clean the top and bottom rails. Check the corner brackets on the pillars. Mark the center of the new windshield glass with a crayon so it will be more easily lined up with top and bottom rails.

Place the new glazing rubber (Moss #282-420) around the windshield glass. Inject a bead of windshield sealant into the groove in which the glass sits. Lubricate the outside edge of the glazing strip and the inside of the top and bottom rails with a soapy water solution. Push the top and bottom rails into place slowly.

Fit the side pillars into place. (If the top and bottom rails are not pulled together enough, then temporarily assemble the center rod or use a carpenter's wood clamp to gently ease the rails closer.) If the side pillars balk, try tapping with a soft mallet. Again, be sure to go slowly.

Once all frame members are in alignment, replace the screws in the proper holes. On the top rails, the short screws belong on the two inside holes on either side of the rail and the long screws go in the outermost holes on each side. Attempting to use the wrong screws may easily result in breaking the glass.

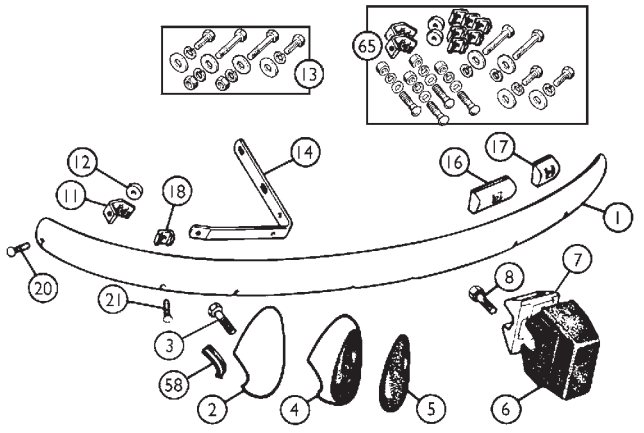
With the windshield firmly assembled, scrape off the excess sealant and refit the center rod. Refit the frame to body seal. If replacing this seal (Moss #282-410) is necessary, now is the time to do it. Lubricate the bottom channel with a soapy water mixture and slide the leading edge of the seal into the channel while easing the seal along carefully where it enters the channel. This is a very slow process. Replace old windshield pillar grommets: L/H, Moss #282-450; R/H, Moss #282-460.

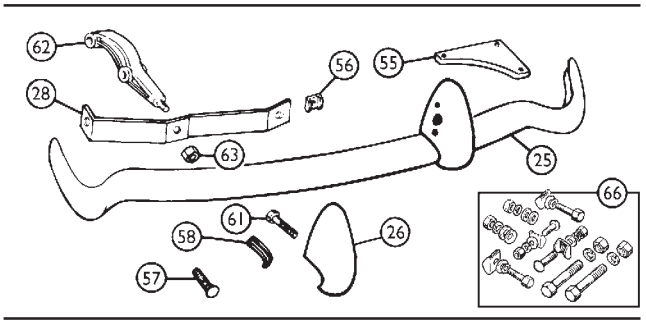
Apply a bead of sealant to the top of the grommets before sliding them into place on the pillars. Apply another bead of sealant to the bottom of each grommet and along the flap of the frame to body seal. Ease the windshield assembly back onto the body.

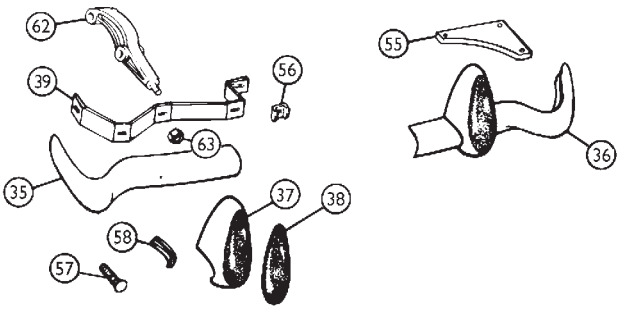
The windshield should not be forced into place; it is better to let it sit overnight to compress the new rubber seals. Tighten the pillar bolts one at a time while checking and adjusting the fit to the door vent windows. Once in place, recheck the fit to the vent windows and top. Check the seals between the pillar and vent windows and top. Replace if necessary with two of Moss #282-400.

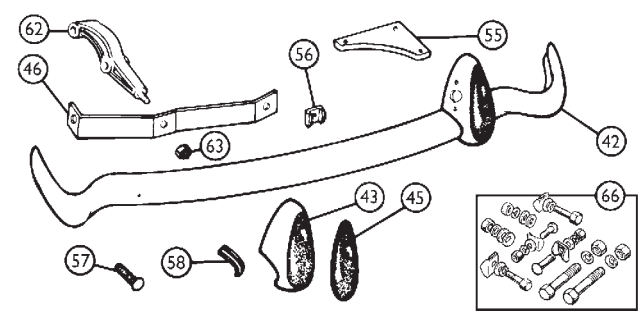
Finally, refit the mirror and visors. If done properly, the roadster windshield should now be draft and leak-proof. A good source of information about MGB restoration is Lindsay Porter's MGB Guide to Purchase and D.I.Y. Restoration, Moss #211-365.

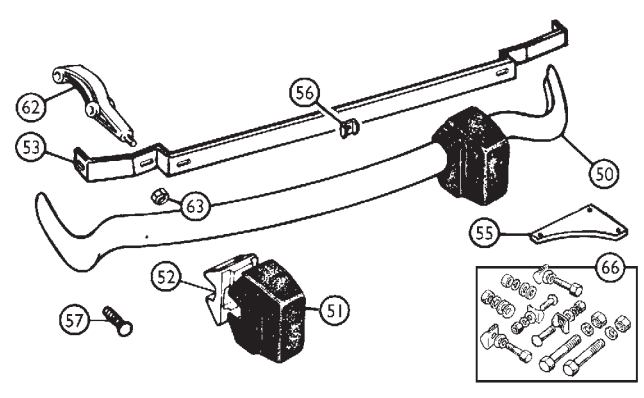
Chrome Bumpers









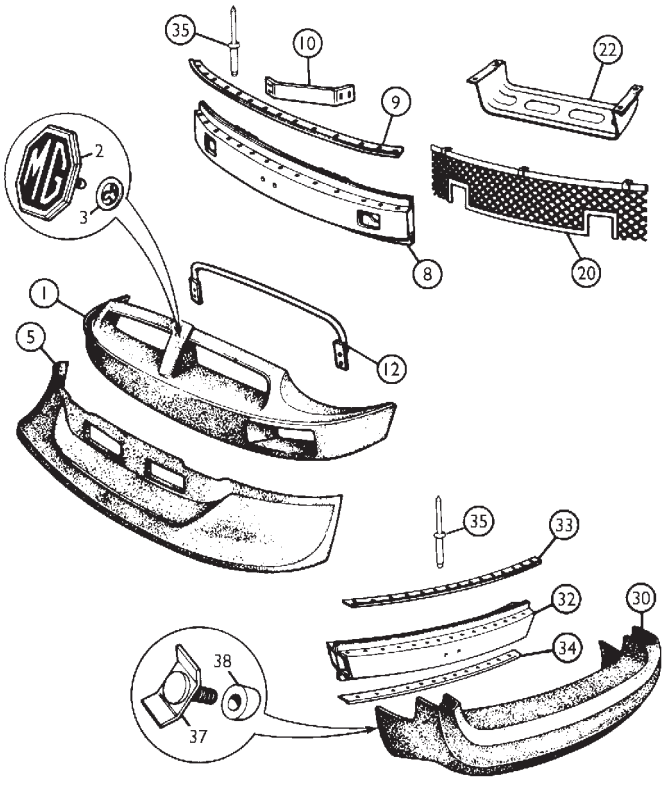


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962-'74 1/2					
RD/GT from (c)101 to 360300					
1	453-090	$129.95	FRONT BUMPER BAR		1
2	454-310	$39.95	OVERRIDER, front bumper	RD to (c)187210	2
3	322-075	$0.75	BOLT, ft. overrider	GT to (c)187840 1962 - '69	2
4	454-315	$31.95	OVERRIDER, front	RD from (c)187211 to 339094	
5	454-375	$5.75	BUFFER, overrider	GT from (c)187841 to 339471 1970 - '74	2 2
6	454-345	NA	OVERRIDER, L/H		1
	454-355	NA	OVERRIDER, R/H	RD from (c)339095 to 360300	1
7	475-270	NA	BRACKET, L/H, overrider	GT from (c)339472 to 361100	1
	475-275	NA	BRACKET, R/H, overrider	mid 1974	1
8	322-075	$0.75	BOLT, ft. overrider		4
11	472-200	$3.75	BRACKET, outer	incl. in front bumper hardware	2
12	472-205	$1.75	PAD, outer bracket	kit #65	2
13	321-938	$7.75	MOUNTING KIT, front brackets to car		1
14	472-210	$7.95	SPRING BRACKET, L/H, front	RD to (c)339094	1
	472-220	$7.95	SPRING BRACKET, R/H, front	GT to (c)339471 to early '74	
1					
	472-215	NA	SPRING BRACKET, L/H, front	RD from (c)339095	1
	472-225	NA	SPRING BRACKET, R/H, front	to 360300	1
16	475-295	NA	SPACER, behind overrider	GT from (c)339472	2
17	475-290	NA	SPACER, spring bracket	to 361100 (mid 1974)	2
18	475-280	$1.40	SPACER (chrome bumper uses 6; rubber bumper uses 2)		6/2
20	322-900	$1.95	BOLT & NUT, bar to bracket		2
	310-050	$0.60	NUT		2
21	322-900	$1.95	BOLT & NUT, bar to spring bracket		2
25	453-100	$164.95	REAR BUMPER BAR		1
26	454-320	$39.95	OVERRIDER, L/H, rear	RD to (c)187210	1
	454-330	$39.95	OVERRIDER, R/H, rear	GT to (c)187840, 1962 - '69	1
28	472-340	$9.95	SPRING BRACKET		2
35	454-380	NA	BUMPER BAR, L/H		1
36	454-390	NA	BUMPER BAR, R/H	RD from (c)187211 to 219000	1
37	454-315	$31.95	OVERRIDER	GT from (c)187841 to 219000	2
38	454-375	$5.75	BUFFER	approx. 1970	2
39	472-235	NA	SPRING BRACKET		2
42	453-100	$164.95	REAR BUMPER BAR		1
43	453-105	$44.95	OVERRIDER, L/H	RD from (c)219001 to 339094	1
	453-115	$44.95	OVERRIDER, R/H	GT from (c)219001 to 339471	1
45	454-375	$5.75	BUFFER	1971 - early '74	2
46	472-340	$9.95	SPRING BRACKET		2
50	454-400	NA	REAR BUMPER BAR		1
51	454-345	NA	OVERRIDER, L/H		1
	454-355	NA	OVERRIDER, R/H	RD from (c)339095 to 360300	1
52	475-275	NA	BRACKET, L/H, overrider	GT from (c)339472 to 361100	1
	475-270	NA	BRACKET, R/H, overrider	mid 1974	1
53	472-255	NA	SPRING BRACKET		1
	322-900	$1.95	BOLT & NUT, bar to bracket		4
55	472-360	$3.75	FILLER PLATE, L/H		1
	472-350	$3.75	FILLER PLATE, R/H		1
56	475-280	$1.40	SPACER		4
57	322-900	$1.95	BOLT & NUT, bar to bracket		2
	310-050	$0.60	NUT, for bolt		2
58	400-418	$3.95	PACKING SET, overrider to bar		1
60	322-075	$0.75	BOLT, front overrider		2
61	320-345	$0.95	BOLT, rear overrider	all-chrome overriders only	2
62	472-345	$26.25	MOUNT, rear bracket		2
63	472-347	$0.40	NUT, rear mount		2

Complete Bumper Kits (Oversize Parts Fee will be charged for Bumper Kits.)
Each kit contains 1 face bar, 2 overriders, packing, brackets and all necessary spacers, nuts and bolts. All bumper kits are interchangeable. (No kit available for 1970 split rear bumper.)

	453-808	$239.95	FRONT BUMPER KIT, w/all chrome overriders		1
	453-818	$239.95	FRONT BUMPER KIT, w/rubber tip overriders		1
65	321-908	$32.95	HARDWARE KIT, front bumpers		1
	453-828	$299.95	REAR BUMPER KIT, w/all chrome overriders		1
	453-838	$299.95	REAR BUMPER KIT, w/rubber tip overriders	not for split	1
66	321-918	$29.95	HARDWARE KIT, rear bumpers	rear bumpers	1

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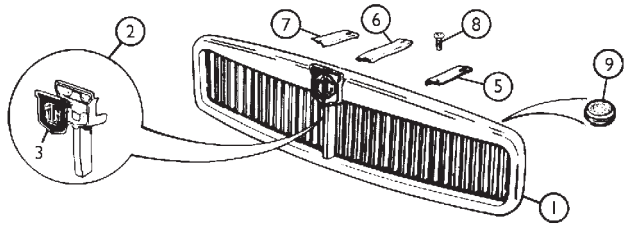
No.	Part No.	Price (each)	Description	Application	Qty. Req.

1974 1/2 - 1980
RD from (c)360301 on/GT from (c)361101 on

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

1	475-100	$1145.00	FRONT BUMPER, rubber	British Motor Heritage	1
2	475-165	$19.95	BADGE, silver letters on black	late style	1
	475-170	$28.95	BADGE, gold letters on black	50th anniversary style	1
	475-175	$16.75	BADGE, silver letters on red	early style	1
3	326-530	$0.40	CLIP, badge fixing		2
5	475-180	$149.95	AIR DAM, BL factory option		1
8	475-105	NA	ARMATURE, front bumper		1
9	475-110	$49.95	CLAMPING PLATE, armature		1
10	475-115	NA	SPRING BRACKET, L/H		1
	475-125	NA	SPRING BRACKET, R/H		1
12	475-120	$99.95	SUPPORT BAR, bumper		1
	475-130	$2.50	STUD, armature to body		5
	324-860	$0.30	WASHER, plain		13
	324-040	$0.35	WASHER, spring		25
	310-050	$0.60	NUT		9
	475-150	$1.25	BOLT, armature to spring & body		8
	475-155	NA	WASHER, plain, armature		4
	324-655	$0.55	WASHER, plain, body		4
20	475-250	$49.95	GRILLE ASSEMBLY, black		1
22	475-245	$59.95	PANEL, air duct, lowe	RD from (c)360301 to 410000	1
	475-255	$46.95	PANEL, air duct, lower	RD from (c)410001 on	1
30	475-200	$1145.00	COVER, rear bumper, rubber	British Motor Heritage	1
32	475-205	NA	ARMATURE, bumper		1
33	475-210	$46.95	CLAMPING PLATE, upper		1
34	475-215	$69.95	CLAMPING PLATE, lower		1
35	326-195	NA	RIVET, clamping plates		A/R
37	475-220	$5.95	SIDE BRACKET		2
38	475-225	$1.95	DISTANCE PIECE		4
	365-720	$0.35	WASHER, plain	used w/475-215, 475-220	2
	365-730	$0.25	WASHER, spring	used w/475-215, 475-220	2
	310-140	$0.40	NUT	used w/475-215, 475-220	2

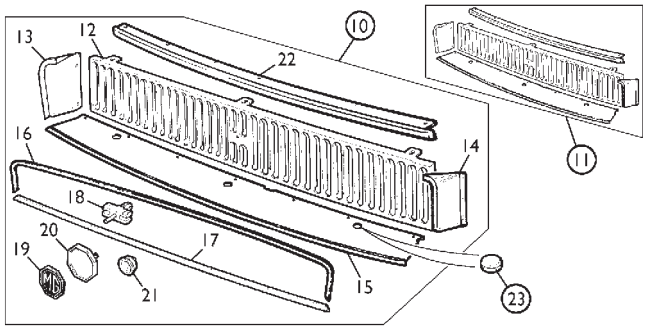
Rubber Bumpers & Grilles



No.	Part No.	Price (each)	Description	Application	Qty. Req.

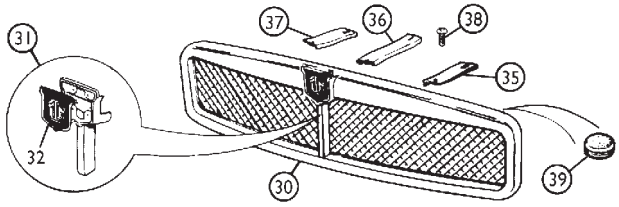
1962 - 1969 RD to (c)187210/GT to (c)187840

1	454-140	$244.95	GRILLE ASSEMBLY, complete	reproduction	1
	454-141	$289.95	GRILLE ASSEMBLY, complete	replacement	1
2	202-070	$38.95	HOUSING & BADGE		1
3	201-050	$16.75	BADGE, black & red		1
	400-126	$5.95	BRACKET SET		1
5	400-135	$5.45	BRACKET, L/H		1
6	400-125	$4.95	BRACKET, center		1
7	400-115	$5.45	BRACKET, R/H		1
8	323-005	$0.45	SCREW, brackets to slam panel		3
	472-507	$0.95	SCREW, brackets to grille		3
9	282-605	$1.95	BUFFER, hood to grille		2



1970 - 1972 RD from (c)187211 to 294250/GT from (c)187841 to 296000

10	455-308	$379.95	GRILLE ASSEMBLY, complete	black grille	1
11	455-295	$299.95	GRILLE ASSEMBLY, partial	(#12 thru 15)	1
12	455-300	$69.95	GRILLE, black (British Motor Heritage)		1
13	455-310	$42.95	FINISHER, R/H, grille bay		1
14	455-320	$42.95	FINISHER, L/H, grille bay		1
15	455-305	$113.35	FINISHER, bottom, grille bay		1
16	455-315	$33.95	GRILLE STRIP, upper		1
17	455-325	$25.95	GRILLE STRIP, lower		1
18	455-330	$0.90	CLIP, grille strip		12
19	201-060	$12.95	BADGE		1
20	201-065	$24.95	BEZEL, badge		1
21	201-075	$0.65	FASTENER, bezel		1
22	455-335	$21.95	FINISHER, top, hood front edge		1
23	682-075	$1.45	PLUG in #15		3

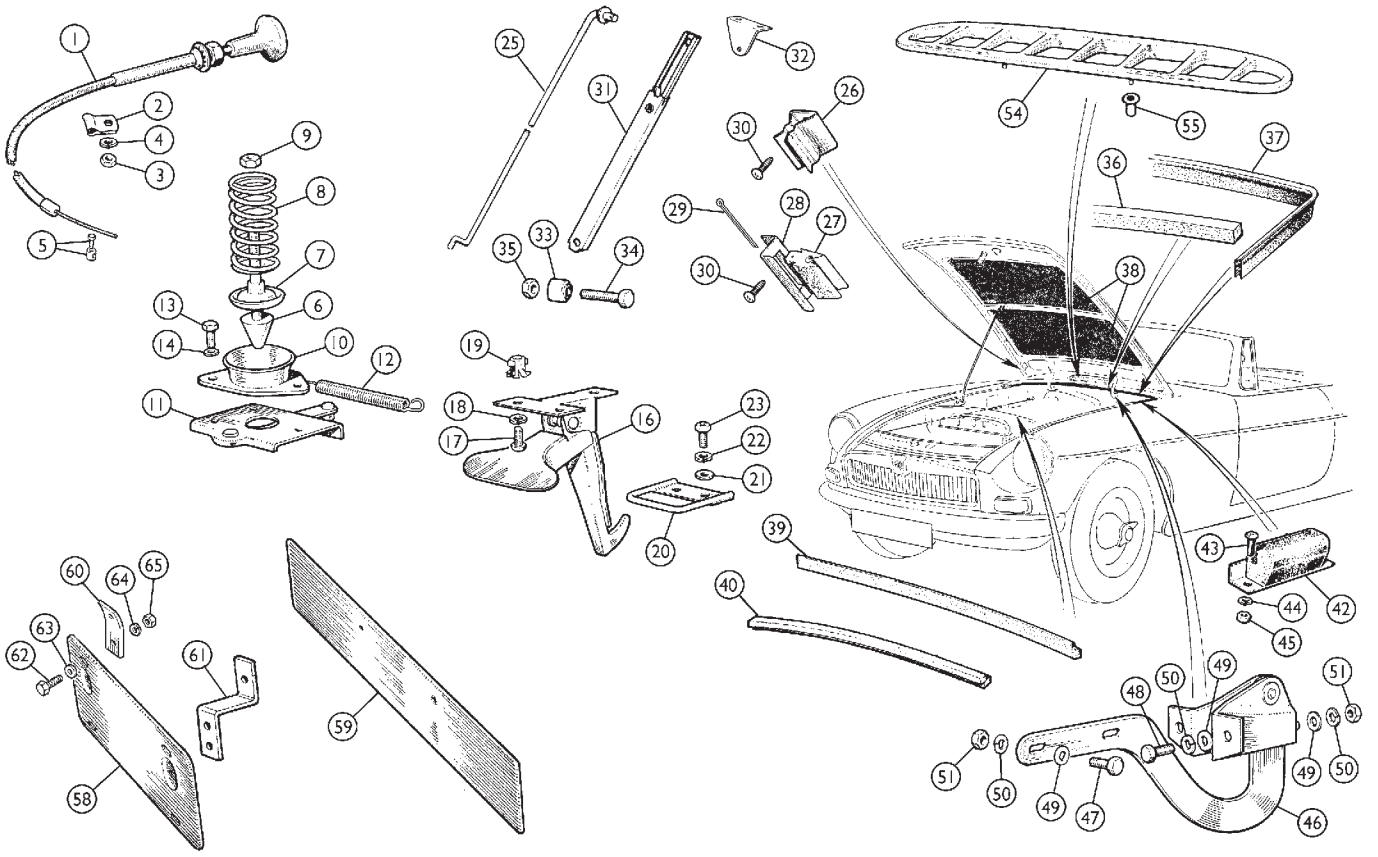


1973 - 1974 1/2 RD from (c)294251 to 360300/GT from (c)296001 to 361000

30	455-340	$244.95	GRILLE ASSEMBLY, complete	reproduction	1
	455-341	$259.95	GRILLE ASSEMBLY, complete	replacement	1
31	201-080	$38.95	HOUSING & BADGE		1
32	201-070	$14.75	BADGE, red & white		1
	400-126	$5.95	BRACKET SET		1
35	400-135	$5.45	BRACKET, L/H		1
36	400-125	$4.95	BRACKET, center		1
37	400-115	$5.45	BRACKET, R/H		1
38	323-005	$0.45	SCREW, brackets to slam panel		3
	472-507	$0.95	SCREW, brackets to grille		3
39	282-605	$1.95	BUFFER, hood to grille		2

All three styles of chrome-bumpered grilles are interchangeable. Replacing the 1970-'72 style would likely require that the front end be repainted due to paint damage caused by the original grille finishers.

Front Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	406-030**	$16.95	CABLE, hood release, round knob	thru 1969**	1
	406-029**	$18.95	CABLE, hood release, "T" handle	from 1970-on**	1
** Change point is theoretical - cars as late as 1974 have been reported with round knob.					
2	182-635	$0.95	CLIP, cable		3
3	848-540	$0.40	NUT, cable clip		2
4	324-030	$0.40	LOCKWASHER		2
5	406-040	$2.85	TRUNNION & SCREW, cable		1
6	406-000	$6.95	PIN, hood lock		1
7	406-055	$6.75	THIMBLE, hood lock pin, BMH**		1
8	406-060	$1.95	SPRING, hood lock pin		1
9	310-070	$0.40	NUT		1
10	406-065	$12.75	GUIDE PLATE		1
11	406-015	$79.95	CATCH PLATE, to 1974 1/2	RD/GT to (c)360300	1
	406-025	NA	CATCH PLATE, 1974 1/2 on	RD/GT from (c)360301 on	1
12	406-035	$2.45	SPRING, catch return		1
13	322-170	$0.50	BOLT		3
14	324-855	$0.25	LOCKWASHER		3
16	406-010	$29.95	SAFETY CATCH, hood		1
	406-035	$2.45	SPRING, safety catch		1
17	323-005	$0.45	SCREW		3
18	324-010	$0.25	LOCKWASHER		3
19		NA	CAPTIVE NUT		3
20	406-020	$4.95	BRACKET, safety catch		1
21	324-990	$0.30	WASHER		2
22	324-010	$0.25	LOCKWASHER		2
23	323-005	$0.45	SCREW		2
25	457-470*	$19.75	HOOD PROP, rod type*	RD/GT to (c)219000 ('62-'70)	1
26	471-130	$5.75	CLIP, prop rod	RD to (b)11240	1
27	282-350	$1.75	RUBBER GRIP, prop rod	RD from (b)11241 thru (c)219000, GT to (c)219000	1
28	406-075	$12.90	BRACKET for rubber grip		1
29	325-440	$0.35	COTTER PIN, grip retaining		1
30	323-705	$0.30	SCREW for #26, 28 above		2
31	457-445*	$27.75	HOOD PROP, telescopic (stock type)*	RD/GT from (c)219001 on (1971-on)	1
	457-535*	$34.95	HOOD PROP, automatic type (aftermarket)*		1
32	457-455	$13.95	BRACKET, hood prop (on hood)		1
33	457-460	$4.85	SPACER		1
34	322-247	$0.45	BOLT		2
35	310-765	$1.35	NUT		2

*See "Exterior" color section at the front of this catalog for gas strut replacements.

36	282-810	$1.90	SEAL, hood to channel	1962-approx. '74	1
37	282-815	$9.75	SEAL, hood to flange	1968 on	1

Seal #37 is the later type which clips over the flange, and does not use the rivets and cup washers used by the earlier type, which has not been available for many years. It goes around the back, and forward only a few inches on either side.

38	409-008	$29.95	INSULATING PAD SET		1
	409-010	$39.95	BULK MATERIAL, insulating pad	52" x 36"	1

Hood insulating pad sets are often missing, but significantly reduce engine noise and valve clatter, particularly in an open car. These are easy to install with our aerosol upholstery adhesive, #409-036.

39	282-900	$8.95	SEAL, radiator support to hood	1962-'76	1
40	282-905	$3.75	SEAL, radiator to support	1968-'76	1
42	282-600	$2.75	HOOD BUFFER		4/2
43	314-010	$0.30	SCREW	4 buffers thru 1967	8/4
44	324-010	$0.25	LOCKWASHER	2 buffers 1968 on	8/4
45	310-040	$0.20	NUT		8/4
46	405-410	$64.95	HOOD HINGE, BMH**		2
47	322-230	$0.35	BOLT, hinge to hood		4
48	322-645	$0.55	BOLT, hinge to body		4
49	324-590	$0.25	WASHER		10
50	324-855	$0.25	LOCKWASHER		10
51	310-760	$0.50	NUT		10
54	471-020	$23.95	GRILLE, air intake		1
55	326-665	$0.45	BLIND FIX		6
58	451-285	$14.75	SUPPORT, front licence plate	USA type	1
59	451-720	$9.95	SUPPORT, front licence plate	non-USA type	1
60	402-560	$4.25	BRACKET, support, front	RD/GT to (c)368081	2
61	402-570	$5.20	BRACKET, support, front	RD from (c)368082 to 384318	2
62	322-645	$0.55	BOLT		4
63	324-590	$0.25	WASHER		4
64	324-855	$0.25	LOCKWASHER		4
65	310-760	$0.50	NUT		4

** Parts marked "BMH" are produced by British Motor Hertage.

Intake Grille Mesh

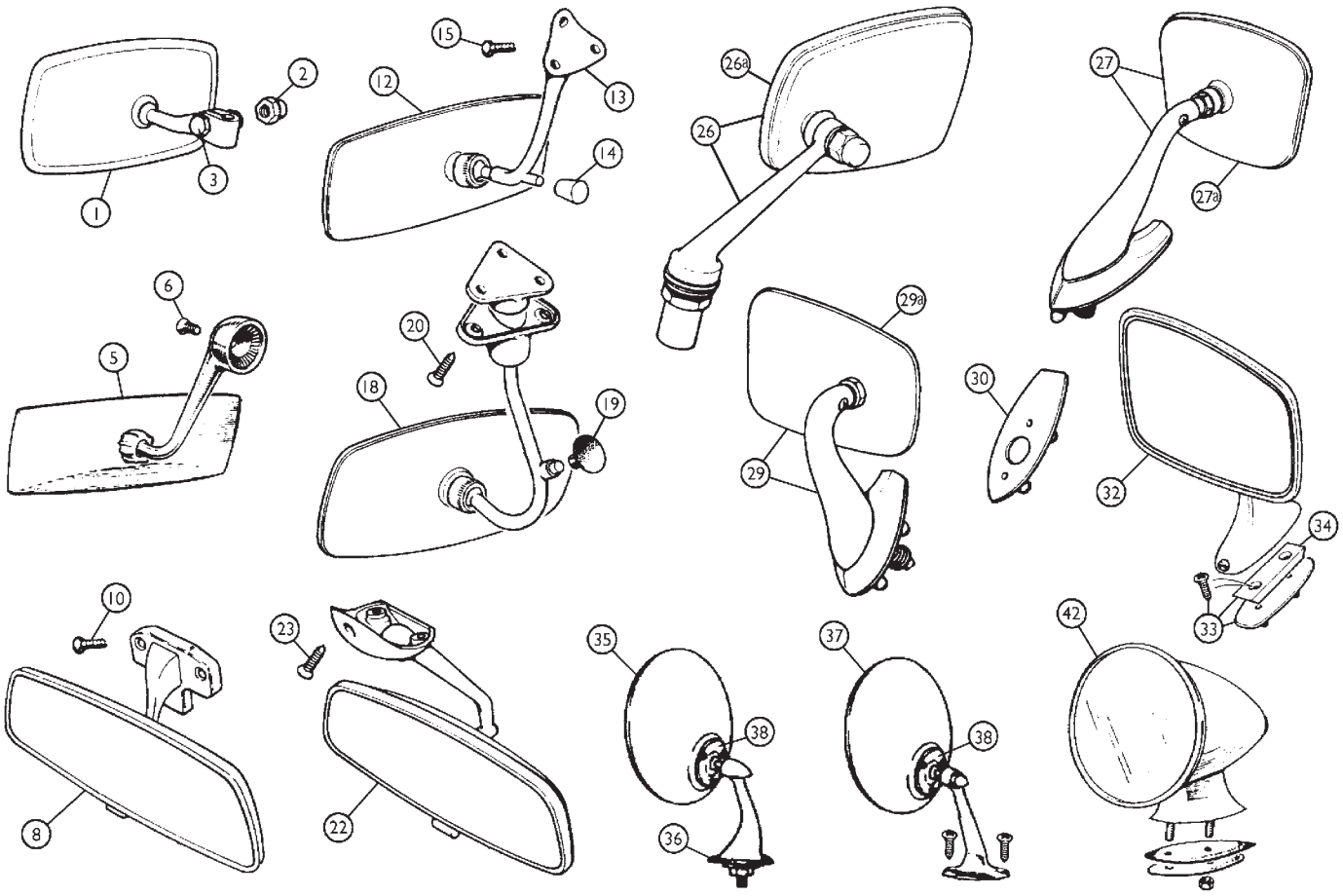


This wire mesh accessory keeps debris out of the fresh air box and significantly reduces rust problems in this area. Every MGB will benefit considerably from this inexpensive item!

471-025 $7.95

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	165-110	$18.95	MIRROR, interior	Roadster 1962-'67	1
2	311-045	$1.25	DOME NUT		1
3		NA	BOLT		1
5		NA	MIRROR, interior	Roadster 1968-'69	1
6		NA	SCREW, nylon		1
	This mirror secures to the top of the windshield with a plastic "safety" screw. These mirrors are obsolete, and are unlikely to be reproduced. The earlier mirror may be easily fitted, and looks appropriate.				
8	165-115	$41.95	MIRROR, interior	Roadster 1970-'80	1
	165-245	$29.95	MIRROR HEAD		1
	323-645	$0.30	SCREW		1
10	323-080	$0.95	SCREW, mirror mounting		2
12		NA	MIRROR, interior	GT thru 1967	1
	165-120	NA	MIRROR HEAD		1
13	165-240	NA	BRACKET		1
14		NA	PAD, buffer		1
15	314-180	$0.90	SCREW, chrome		3
18	165-230	NA	MIRROR, interior	GT 1968-'69	1
	165-235	NA	MIRROR HEAD		1
19	116-036	$10.25	SUCTION CUP		1
20	314-180	$0.90	SCREW, chrome		3
22	165-125	NA	MIRROR, interior	GT 1970-on	1
	165-245	$29.95	MIRROR HEAD		1
23	323-080	$0.95	SCREW, mirror mounting		3
26	165-260 *	$48.95	FENDER MIRROR, LH/RH	factory option 1962-'67	A/R
26a	165-261	$31.95	MIRROR HEAD		A/R
	* Replacement, similar in appearance to original, but with 1974-'80 mirror head. This was a factory option before mirrors were fitted as standard. Originally fitted on the driver's side only.				
27	165-130	NA	DOOR MIRROR, L/H only	1968-'71	1
27a	165-237	$29.95	MIRROR HEAD	Suggest 1972-'73 mirrors	1
29	165-228	$74.95	DOOR MIRROR, L/H	1972-'73	1
	165-258	$74.95	DOOR MIRROR, R/H		1
29a	165-239	$31.95	MIRROR HEAD		2
30	165-255	$9.40	BASE PAD, plastic, 1-1/2" hole spacing	mirrors #27 & 29	A/R
32	165-135	$39.95	DOOR MIRROR, chrome, L/H, flat, "TEX"	1974-'80	1
	165-170	$39.95	DOOR MIRROR, chrome, R/H, flat, "TEX"		1
	165-136	$24.95	DOOR MIRROR, chrome, L/H, flat, aftermarket		1
	165-171	$24.95	DOOR MIRROR, chrome, R/H, flat, aftermarket		1
	165-180	$68.95	DOOR MIRROR, chrome, L/H, convex		1
	165-185	$68.95	DOOR MIRROR, chrome R/H, convex		1
	165-190	$39.95	DOOR MIRROR, black, L/H, flat		1
	165-195	$39.95	DOOR MIRROR, black, R/H, flat		1
33	165-145	$14.75	BASE KIT, plastic, 1-1/2" hole spacing		A/R
34	165-165	NA	MOUNTING PLATE (plastic)		A/R
	165-183	$14.75	GLASS MIRROR only, flat		A/R
	165-182	$13.75	GLASS MIRROR only, convex		A/R
35	165-210	$19.95	FENDER MIRROR, R/H, convex	Lucas style	1
	165-300	$19.95	FENDER MIRROR, L/H, convex		1
	165-400	$19.95	FENDER MIRROR, R/H, flat		1
	165-500	$19.95	FENDER MIRROR, L/H, flat		1
36	280-140	$1.55	PAD, rubber		1
37	223-310	$22.75	DOOR MIRROR, L/H, flat	period accessory	1
38	165-307	$14.95	BACKPLATE, "Lucas Made in England" (mirrors are supplied with unmarked backplates)	mirrors #35 & 37	1
42	222-372	$39.95	"BULLET" MIRROR, 3.5" diameter		A/R
	(This mirror has 2 bases - one with 1" hole spacing, one with 3.5" spacing.)				

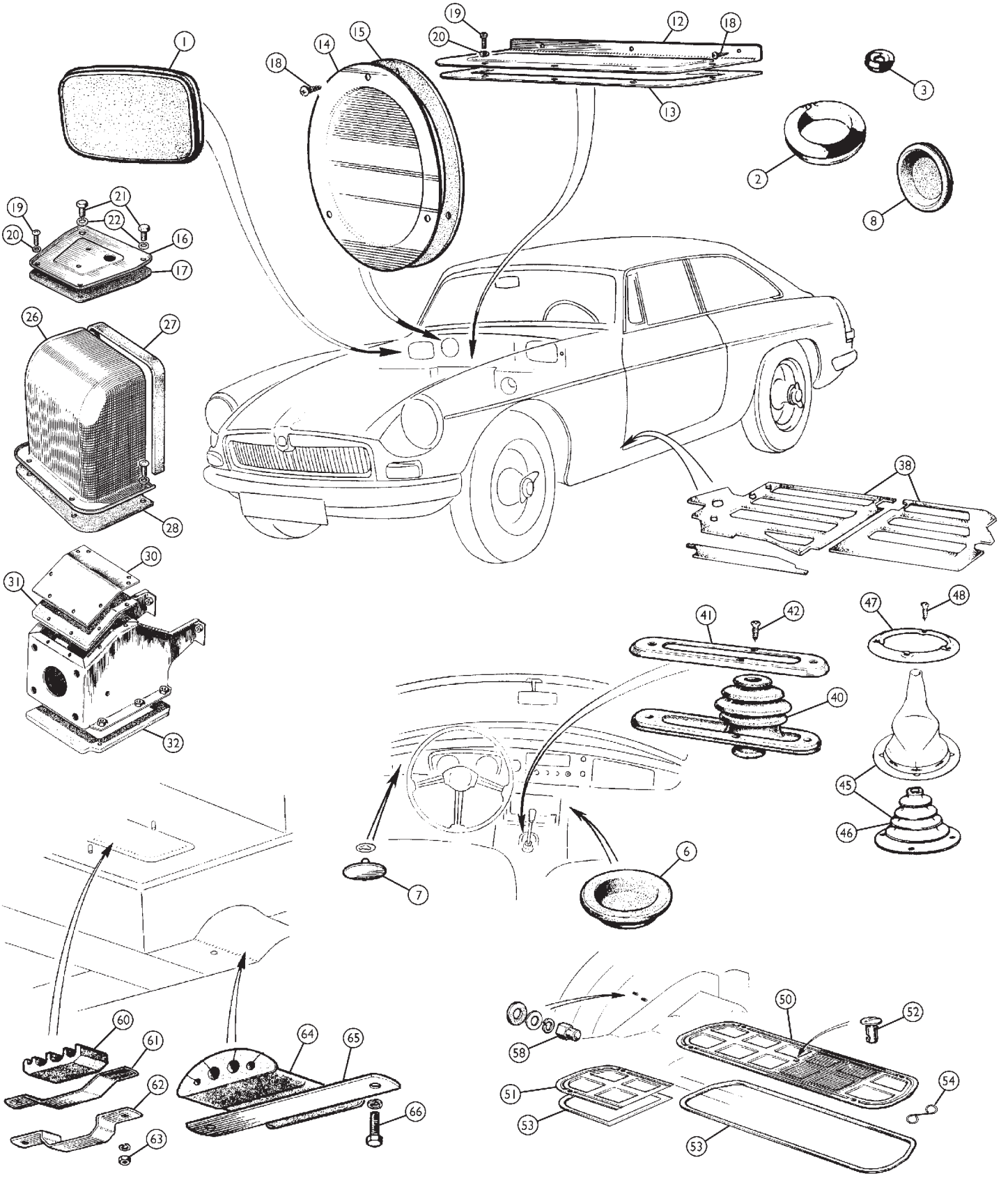
Raydyot Racing Mirrors

From the 1950s through the 1970s Raydyot's aerodynamic racing mirrors were a common fixture on British sports cars. Made of lightweight aluminum, our American made reproductions are sturdily constructed and have a "brushed" finish as original.

222-355 $59.95



Inner Body Fittings



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	282-970	$3.85	PLUG, firewall		2
2	682-205	$3.95	GROMMET, firewall, wiring harness	1-3/4"x1/2"	1
3	282-640	$1.90	GROMMET, heater cable, w/shield washer tube	1"x1/8"	A/R
	282-385	$1.25	GROMMET, license lamp wires	9/16"x3/16"	2
	281-890	$1.60	GROMMET, oil gauge pipe & heater cable early	1/2"x3/16"	2
	680-630	$1.30	GROMMET, oil gauge pipe late	1"x1/8"	1
	281-900	$1.35	GROMMET, speedo. & mechanical tach. cable	5/8"x3/8"	2/1
	682-480	$0.90	GROMMET, defroster control cable	5/8"x1/4"	1
	282-655	NA	GROMMET, trunk, wiring harness		1
6	282-980	$2.95	PLUG, gearbox dipstick access		1
7	233-840	NA	PLUG, switch hole (when overdrive or heater not fitted)		A/R
8	282-990	$1.25	RUBBER PLUG, steering column blanking	early, 1.5"	1
	282-960	$1.45	PLASTIC PLUG, steering column blanking	late, 1.5"	1
	282-990	$1.25	RUBBER PLUG, 1.5", shock access	early	1
	282-960	$1.45	PLASTIC PLUG, 1.5", shock access	late	2
	282-995	$0.95	PLASTIC PLUG, 1", door hinges & rear floor		6
	282-935	$1.15	PLASTIC PLUG, 3/4"		A/R
	282-915	$0.95	PLASTIC PLUG, 3/8"		A/R
	282-925	$1.35	PLASTIC PLUG, 5/8"		A/R
	472-735	$0.70	RUBBER BLANKING PLUG, 1/4"		A/R
12	363-260	$59.95	BLANKING PLATE, heater shelf	cars without heater	1
13	363-210	$3.45	SEAL		1
14	363-250	$49.95	BLANKING PLATE, heater duct		1
15	363-255	NA	GASKET		1
16	190-760	$21.95	BLANKING PLATE, pedal aperature	thru 1974-1/2	1
17	281-880	$1.45	SEAL, blanking plate		1
18	322-205	$0.35	SCREW, self-tapping		A/R
19	373-960	$0.40	MACHINE SCREW, blanking & cover plates		A/R
20	324-010	$0.25	LOCKWASHER		2
21	320-990	$0.85	BOLT		2
22	324-020	$0.25	LOCKWASHER		2
26	190-740	NA	COVER, pedal box	1962-'67	1
	190-750	NA	COVER, pedal box	1967-'74 1/2	1
27	281-850	$1.90	SEAL, pedal box end	1962 -'74 1/2	1
28	281-860	$1.40	SEAL, pedal box base		1
30		NA	COVER, pedal box (servo)	1975-'80	1
31	281-885	$2.40	SEAL, pedal box top		1
32		NA	SEAL, pedal box base	1975	1
	281-895	$2.40	SEAL, pedal box base	1976-'80	1
38	409-128	$129.95	SOUND DEADENING KIT, floor		1

Although specifically for 1968-'80 MGBs, this sound deadening kit will fit earlier cars, with slight cutting required. These are the same pads fitted to the British Motor Heritage new MGB body shells. The asphalt based material is easily applied to clean floorboards.

40	282-340	$6.65	SHIFT BOOT, rubber	1962-'67	1
	228-370	$29.95	SHIFT BOOT, leather (option)		1
41	443-120	$16.75	RETAINER, shift boot		1
42	323-555	$0.90	SCREW, chrome		4
45	282-880	$24.50	SHIFT BOOT, vinyl	1968-'80 see note below	1
	228-360	$29.95	SHIFT BOOT, leather (option)		1
46	282-890	$6.85	SHIFT BOOT, rubber (incl. w/282-340)		1

Note: 1968-'72 MGBs were originally fitted with the rubber boot 282-890 only, while 1973-'80 cars had a vinyl boot over the rubber one. Either of the later type 2-piece boots listed may be fitted to 1968-'72 models.

47	443-115	$7.95	RETAINER, chrome	1968-early '76	1
	443-125	$10.75	RETAINER, black	early 1976-'80	1
48	323-565	$1.30	SCREW	1968-'72 (no console)	4
	323-175	$1.45	SCREW, long	1973-'80 w/console	3
	323-565	$1.30	SCREW, short		1
50	456-270	$84.95	BATTERY COVER	chrome bumpered cars	1
51	456-275	$44.95	BATTERY COVER (Brit. Motor Heritage)	rubber bumpered cars	1
52	226-640	$7.95	DZUS FASTENER	(all)	5
53	282-500	$2.95	SEAL, battery cover	(all)	1
54	470-720	$3.95	SPRING for Dzus fasteners		5
58	402-550	$2.10	DOME NUT, chrome	as fitted	4
60	282-165	$2.45	GROMMET, underbody, small		4
61	405-565	$3.50	STRAP, retaining	1962-'67	4
62	405-575	$7.65	STRAP, retaining	1968-'80	4
63	310-760	$0.50	NUT		8
64	282-280	$12.95	GROMMET, underbody, large		1
65	405-585	$3.25	STRAP, retaining		1
66	322-040	$0.55	BOLT		2



Sound Control Super Insulation

If your car is too loud, install quiet with Dynamat. Installed on doors, floors and firewall, Dynamat's modified asphalt polymer deadens body panel vibrations which add significantly to your car's interior noise. The 5 mil aluminum top layer combines terrific heat resistance with increased noise deadening. Try Dynamat Super, the noise reduction choice of professionals. 4 ea. 1x3 ft. sheets.

409-026 $159.95

Space-Age Heatshield Material

Our foil covered felt heat and sound deadening material will make your cockpit substantially cooler and quieter when installed under carpets, over the transmission tunnel, against the firewall, etc. (Foil side to hot surface.). This space-age material insulates against hot and cold, helps deaden noise and provides an extra measure of protection against fire. Sold in 48" x 72" sheets, it can easily be cut to suit any need.

409-015 $36.95



Dynamat Hoodliner

Designed to be applied to the inside surface of the engine compartment. The custom Hoodliner effectively absorbs engine noise with .75" thick Sound Soaker Urethane Foam composition. It also helps stop hood paint failure and dresses up the engine compartment. Reflects 97% of radiant heat while providing insulation to the engine. Easily cut and can be applied over Dynamat for maximum noise reduction. 3' x 4'

409-005 $149.95



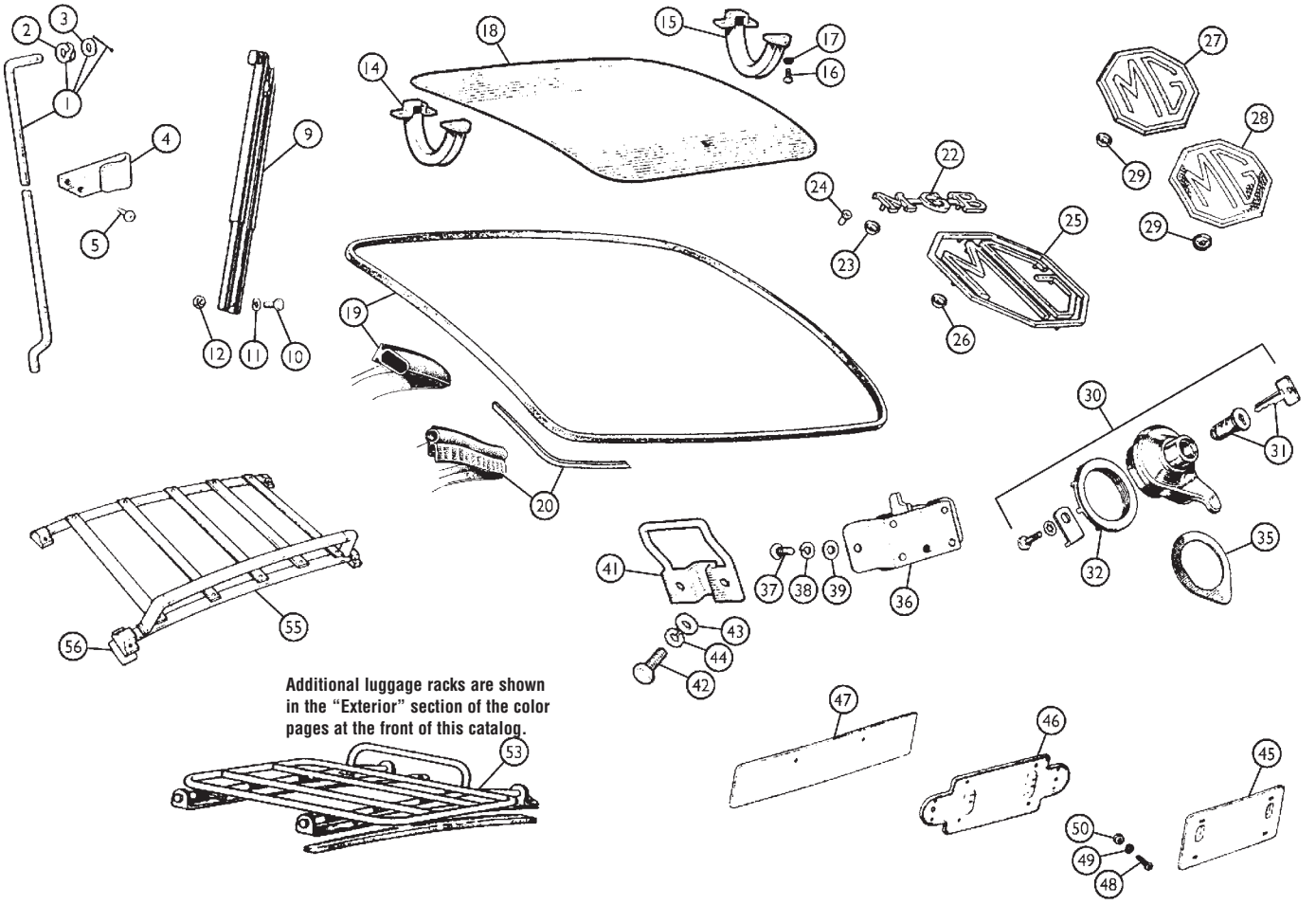


Contact Adhesive

The adhesive is specially designed for use on heat shield applications. Bonds to carpet, headlining material, fiberglass, plastic, wood and more. 13 oz. aerosol can.

409-036 Contact Adhesive $20.95

Rear Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	457-480	$10.95	TRUNK LID PROP, rod type	RD to (c)219000 (thru 1970)	1
2	370-460	$0.65	SPRING WASHER		1
3	324-590	$0.25	FLAT WASHER		1
4	457-475	$6.75	SPRING CLIP, prop rod		1
5	323-430	$0.40	SCREW, spring clip		2
9	457-465	$27.75	PROP trunk lid, telescopic	RD from (c)219001 (1971 on)	1
	457-540	$38.50	PROP, trunk lid, self-triggering(see note)		1
10	322-247	$0.45	BOLT, trunk lid prop		2
11	324-590	$0.25	WASHER		2
12	310-765	$1.35	NUT, self-locking		2
	The self-triggering telescopic prop is much easier to use than the factory type which requires use of both hands to release. Simply lifting the lid slightly releases the catch.				
14	405-430	$79.95	TRUNK HINGE, L/H, BMH**	RD	1
15	405-425	$79.95	TRUNK HINGE, R/H, BMH**		1
16	322-645	$0.55	BOLT, trunk hinge		12
17	324-855	$0.25	LOCKWASHER		12
18			TRUNK LID - see page 58		
19	282-480	$29.95	SEAL, trunk lid, on lid *	RD 1962-'76	1
	* Note: Late trunk seal, #282-475, will work on earlier cars when old seal on the trunk lid is removed.				
20	282-475	$15.65	SEAL, trunk lid, on body	RD 1977-'80	1
22	408-440	$5.75	MGB BADGE	RD to (c)394009	1
23	326-500	$0.25	SPEEDNUT		2
24	326-650	$0.65	FIX, push-on (alternative to speednut)		2
25	470-698	$12.95	MG OCTAGON SET, 3 pc. w/speednuts	RD 1962-'69	1
26	326-500	$0.25	SPEEDNUT		13
27	470-665	$14.75	MG BADGE, black & silver plastic	RD 1970 to (c)394007	1
28	470-690	$38.95	MG BADGE, black & silver aluminum	RD from (c)394008	1
29	326-530	$0.40	FIX, push-on	RD 1970 - on	3
30	402-180	$49.95	LOCK ASSEMBLY, w/two keys *		1
31	402-500	NA	BARREL, lock w/two keys		1
32	402-510	$4.75	LOCKING NUT		1
	* Note: See pages 64 and 65 for master lock sets.				
35	402-520	$0.95	SEALING WASHER		1
36	402-530	$17.95	LATCH ASSEMBLY		1
37	323-005	$0.45	SCREW		4
38	324-010	$0.25	LOCKWASHER		4
39	315-085	$0.35	WASHER		4
41	402-540	$5.95	STRIKER, lock		1
42	322-230	$0.35	BOLT		2
43	324-590	$0.25	WASHER		2
44	324-855	$0.25	LOCKWASHER		2
45	451-285	$14.75	SUPPORT, license plate	RD to (c)339094 GT to (c)393471	1
46	451-295	$28.95	SUPPORT, license plate, mild steel	RD from (c)339095	1
	451-296	$49.95	SUPPORT, license plate, stainless steel	GT from (c)339472	1
47	451-720	$9.95	SUPPORT, UK number plate		A/R
48	725-190	$0.85	SCREW		2
49	324-020	$0.25	LOCKWASHER		2
50	310-760	$0.50	NUT		2
53	244-712	$349.95	LUGGAGE RACK, accessory MORE INFO ONLINE		1
	Similar to factory option 1962-'74 rack, but with luggage attachment "staples".				
55	244-010	$219.95	LUGGAGE RACK, factory option (repro.)	approx. 1974-'80	1
56	282-476	$6.75	MOUNTING PAD, plastic		4

** Parts marked "BMH" are produced by British Motor Heritage.



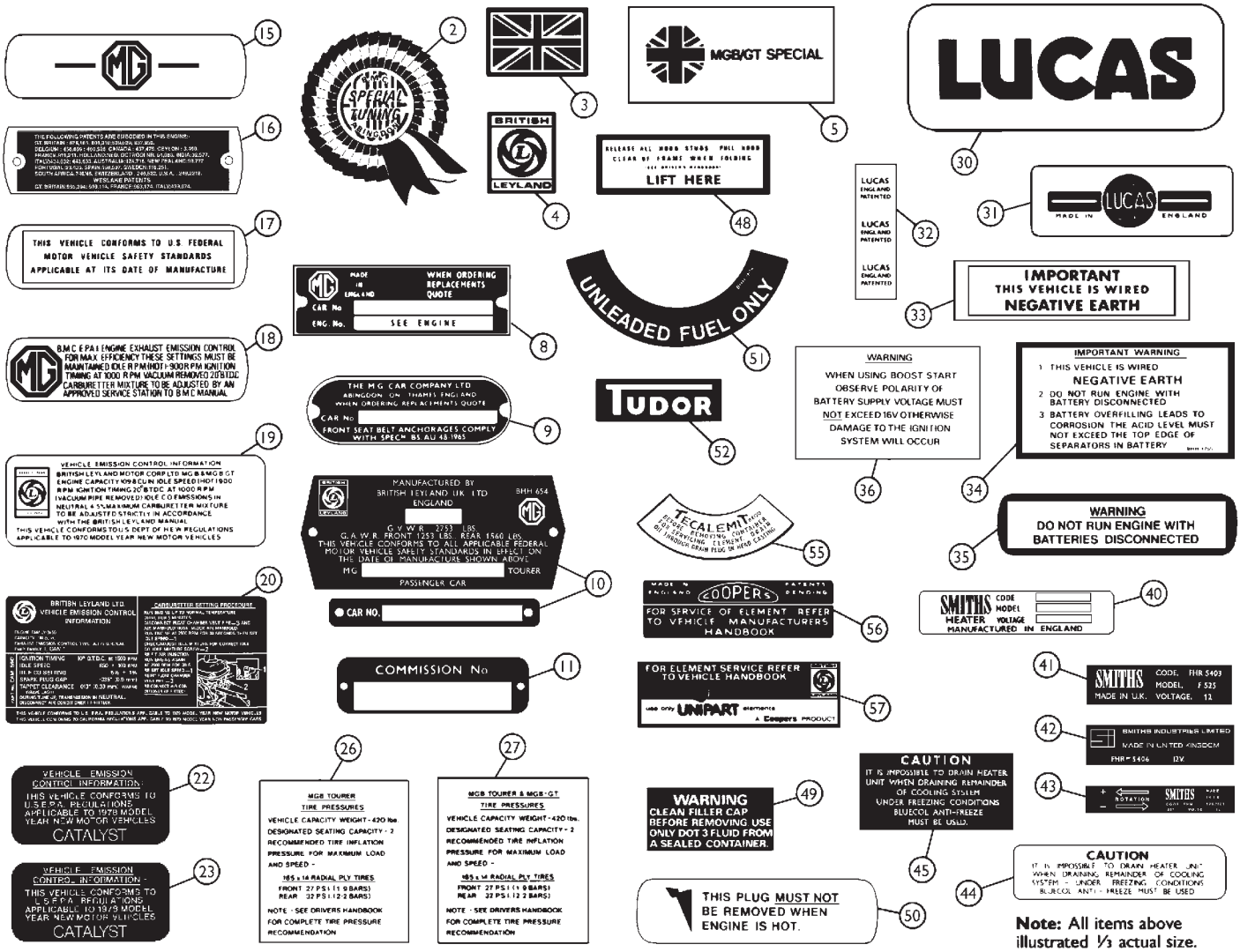
MGB
Trunk Lid Gas Strut

Replace the original telescoping trunk prop on your '71-'80 MGB with this modern type gas strut. Just press the trunk lock and the lid will rise gently to the fully open position all by itself. Instructions and mounting hardware included.

900-070 $40.95

See more trunk and hood struts in the color pages in the "Exterior" section.

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Note: All items above illustrated 1/3 actual size.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
2	408-505	$8.95	SPECIAL TUNING DECAL		A/R
3	215-608	$3.95	UNION JACK DECAL, pair		A/R
4	215-660	$3.95	BRITISH LEYLAND STICKER		A/R
5	408-480	NA	GT SPECIAL EDITION BADGE, pair		A/R
	453-775	$14.95	"LIMITED EDITION" DASH PLAQUE		A/R
8	408-310	$6.95	CAR NUMBER PLATE	1962 - '67	1
9	408-320	$7.35	CAR NUMBER PLATE	1968 - '69	1
10	408-340	$14.95	CAR NUMBER PLATE, 2 piece set	1970 on	1
11	408-330	$4.35	COMMISSION NUMBER PLATE	1968 - '69	1
	408-335	$6.95	COMMISSION NUMBER PLATE	Roadster, 1970 on	1
15	408-800	$3.95	"MG" PLATE, on valve cover	G and GA engines	1
	215-620	$2.85	"MG" STICKER, on valve cover	GB and V engines	1
16	408-810	$4.25	PATENT PLATE	G and GA engines	1
17	408-510	$6.85	FEDERAL COMPLIANCE STICKER		1
18	408-815	$5.85	INSTRUCTION STICKER		1
19	408-825	$3.10	EMISSION CONTROL STICKER	1970	1
20	408-859	$4.95	EMISSION CONTROL STICKER	1979	1
22	408-515	$6.85	"CATALYST" STICKER	1978	1
23	408-520	$6.85	"CATALYST" STICKER	1979	1
26	408-525	$3.45	TIRE PRESSURE STICKER, roadster	1963 - '75	1
	408-590	$4.95	TIRE PRESSURE STICKER, GT	all	1
27	408-535	$6.85	TIRE PRESSURE STICKER	1976 on	1
30	215-610	$3.85	LUCAS BATTERY STICKER		1
31	215-630	$2.25	LUCAS COIL STICKER		1
32	215-640	$4.25	LUCAS WIRING HARNESS STICKER		1
33	215-650	$2.95	"NEGATIVE EARTH" STICKER	black/silver, 1" x 4"	1
34	215-655	$2.45	"NEGATIVE EARTH" STICKER	red/silver, 2" x 4"	1
35	408-540	$2.95	WARNING STICKER		1
36	408-545	$5.85	POLARITY WARNING STICKER		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
40	408-350	$4.95	HEATER NUMBER PLATE	as fitted	1
41	408-355	$2.35	HEATER NUMBER STICKER	as fitted	1
42	408-550	$2.40	HEATER NUMBER STICKER	as fitted	1
43	408-345	$2.45	HEATER MOTOR STICKER	as fitted	1
44	408-360	$4.45	HEATER CAUTION PLATE	as fitted	1
45	408-365	$2.95	HEATER CAUTION STICKER	as fitted	1
48	408-555	$2.95	SOFT TOP LABEL		1
49	408-560	$7.95	BRAKE SERVO LABEL		1
50	408-565	$2.40	WARNING LABEL		1
51	408-570	$3.95	UNLEADED FUEL STICKER		1
52	408-575	$2.45	W/SHIELD WASHER BOTTLE STICKER		1
55	215-670	$2.45	"TECALEMIT" DECAL	cannister-type oil filters	1
56	215-615	$2.85	"COOPERS" LABEL, for air filters	S.U. HS carburetors	2
57	215-680	$2.45	"UNIPART" LABEL, for air filter	S.U. HIF carburetors.	2
				Zenith-Stromberg carb.	1

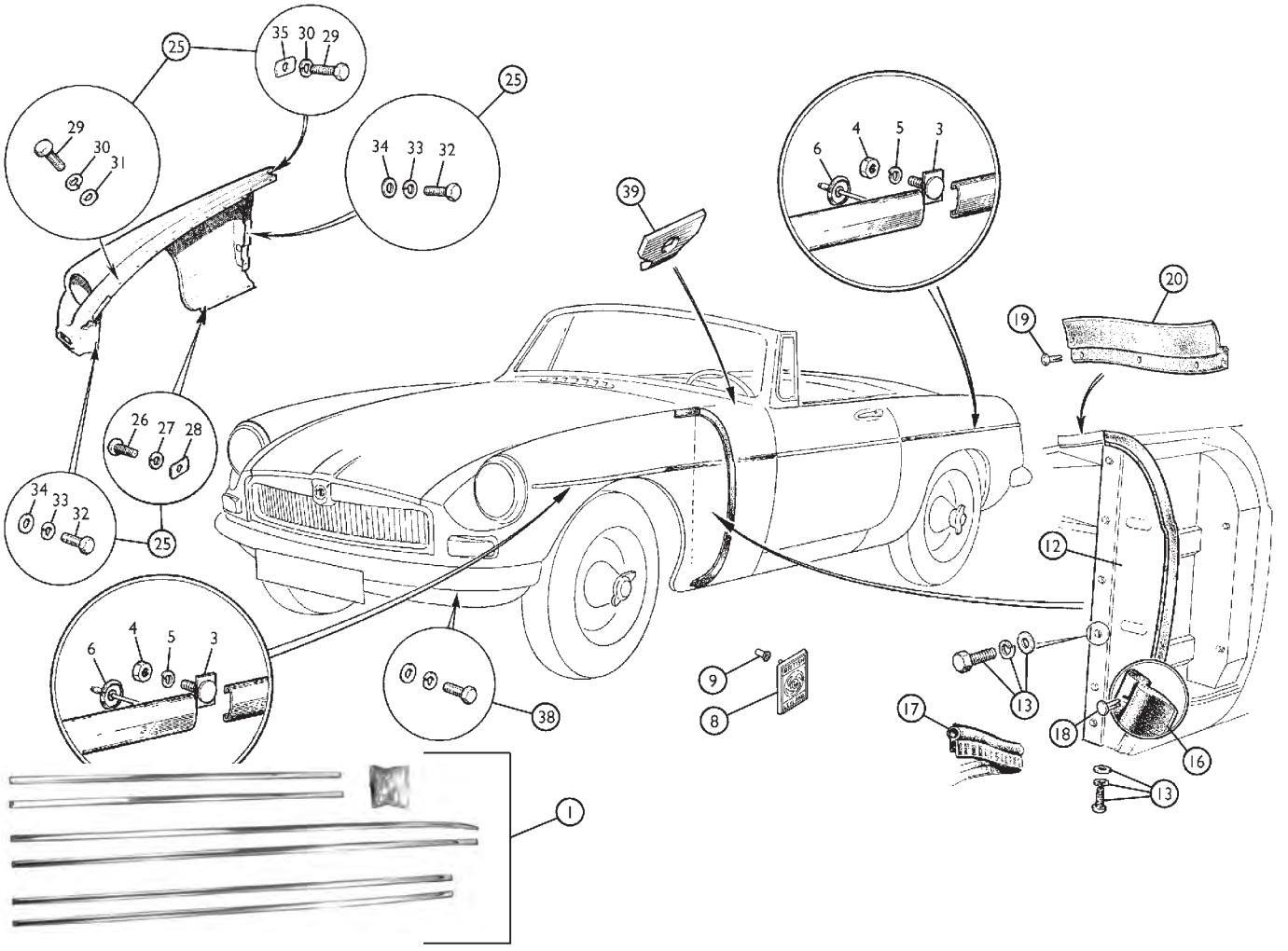
Decal & Plate Sets

These include chassis and body number plates, and decals or stickers for such things as windshield washer reservoir, valve cover, trip odometer, convertible top, heater, and air filters.

Contents vary from kit to kit - see www.mossmotors.com for detailed listings of contents.

410-125	$27.95	DECAL & PLATE SET	RD 1962-'64	1
410-130	$27.95	DECAL & PLATE SET	RD 1965-'67	1
410-135	$27.95	DECAL & PLATE SET	GT 1965-'67	1
410-140	$27.95	DECAL & PLATE SET	RD 1968-'69	1
410-145	$27.95	DECAL & PLATE SET	GT 1968-'69	1
410-225	$36.95	DECAL & PLATE SET	RD 1975-'80	1

External Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-428	$119.95	MOULDING SET, w/ mounting hardware	O.E. quality	1
	453-478	$54.95	MOULDING SET, w/mtg. hardware	aftermarket	1
	326-058	$21.95	HARDWARE SET		1
3	326-075	$0.85	STUD PLATE		6
4	310-115	$0.40	NUT for stud		6
5	324-010	$0.25	LOCK WASHER		6
6	326-048	$13.95	CLIP & RIVET SET (42 each)		1
	326-065	$0.50	CLIP with rivet		42
	453-438	$109.95	MOULDING SET, w/o mounting hardware		1
	453-421	$20.95	MOULDING, L/H front fender		1
	453-431	$20.95	MOULDING, R/H front fender		1
	453-441	$20.95	MOULDING, L/H door	O.E. quality	1
	453-451	$20.95	MOULDING, R/H door		1
	453-461	$20.95	MOULDING, L/H rear fender		1
	453-471	$20.95	MOULDING, R/H rear fender		1
	453-488	$45.95	MOULDING SET, w/o mounting hardware		1
	453-420	$9.75	MOULDING, L/H front fender		1
	453-430	$9.75	MOULDING, R/H front fender		1
	453-440	$9.75	MOULDING, L/H door	aftermarket	1
	453-450	$9.75	MOULDING, R/H door		1
	453-460	$9.75	MOULDING, L/H rear fender		1
	453-470	$9.75	MOULDING, R/H rear fender		1
8	470-687	$13.95	BRITISH LEYLAND BADGE silver on blue, self-adhesive	1970-'71	2
	470-686	$13.95	BRITISH LEYLAND BADGE blue on silver, self adhesive	1972 on	2
9	326-665	$0.45	BLIND FIX	early BL badges w/studs	4
12	458-390	$21.95	SPLASH PANEL, L/H	RD to (c)294250 thru 1972	1
	458-395	$21.95	SPLASH PANEL, R/H	GT to (c)296000	1
	458-400	$5.85	SPLASH PANEL, L/H	RD from (c)294251 on	1
	458-405	$5.85	SPLASH PANEL, R/H	GT from (c)296001 on '73 on	1

Earlier splash panels used moulded rubber seals (#16) secured with rivets, while later splash panels used a simpler push-on seal(#17). While assemblies are interchangeable, we have reproduced both types of plates and seals to help you keep your "B" original.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
13	323-638	$8.95	HARDWARE KIT, splash panel mounting		1
16	282-370	$10.95	SEAL L/H, splash panel	RD to (c)294250	1
	282-360	$10.95	SEAL R/H, splash panel	GT to (c)296000 thru '72	1
17	282-355	$5.75	SEAL, splash panel	RD from (c)294251 on GT from (c)296001 on '73 on	2
18	325-278	$4.45	RIVET SET, 34 rivets	early type seals	1
19	325-260	$0.25	RIVET, extension seals	all	6
20	282-375	$1.85	SEAL, L/H, splash extension		1
	282-365	$1.85	SEAL, R/H, splash extension		1
25	321-928	$32.95	HARDWARE KIT, bolts & washers for both front fenders		1
26	323-005	$0.45	SCREW		6
27	324-010	$0.25	LOCKWASHER		6
28	324-715	$0.65	OVAL WASHER		6
29		NA	BOLT		24
30	365-730	$0.25	LOCKWASHER		24
31		NA	FLAT WASHER		24
32		NA	BOLT		12
33	324-020	$0.25	LOCKWASHER		12
34		NA	FLAT WASHER		12
35		NA	OVAL WASHER	GT uses 2	2/6
38	323-618	$6.65	HARDWARE KIT, bolts & washers for front valance		1
39	324-795	$5.65	FENDER WASHER	GT	2

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BL "Limited Edition" Spoiler



Fitted by the factory to MGB "LE" models in 1980, this spoiler greatly improves the looks of all rubber-bumpered MGBs! Also adds a racy touch to chrome-bumpered MGBs. Holes must be drilled in the existing valance to mount. Oversize Parts Fee will be charged for this item.
475-180 $149.95

"Special Tuning" Air Dam



Specifically designed for chrome-bumper MGBs, this is a fiberglass reproduction of the factory Special Tuning air dam as used on race and rally cars. Oversize Parts Fee will be charged for this item.
475-195 $99.95

MGB Sebring Front & Rear Valance Panels





Fiberglass® reproductions of the streamlining panels fitted to the works MGBs when they raced at Sebring. The bumpers are eliminated, and these panels fill the resulting gaps for a smooth, clean appearance. As with all aftermarket fiberglass body panels, fitting these properly requires a large amount of patience and skill.

Front Sebring Valance **475-185 $154.95**
Rear Sebring Valance **475-190 $179.95**
(Oversize Parts Fee will be charged for these items.)

Electric Retractable Radio Antenna



Our electric antenna kit wires into your radio for fully automatic operation. If you regularly use a car cover, or live in an area subject to vandalism, an electric antenna is just what you need. Requires 13.5" depth to mount.
386-960 $89.95

Flush-Fit Radio Antenna



To foil neighborhood vandals or if you frequently use a car cover, our collapsible antenna incorporates a special locking feature when the antenna is down. Requires 9.5" depth to mount.
386-970 $10.95



Body Side-Stripe Kit

As supplied by many dealers on new cars in the early '70s, this attractive stripe runs just above the belt line. Adds a new, distinctive dimension to the look of your MGB! Looks particularly good on chrome-bumpered cars and GTs.
Black 215-340 Silver 215-355 Gold 215-360 $56.95



Body Side-Stripe Kit

The original factory optional side stripe along the lower body. Best suited for rubber bumpered cars, as it visually blends the bumpers into the overall body shape.
Black 215-370 Silver 215-375 Gold 215-380 $77.95



Limited Edition Body Stripe Kit

Give your rubber-bumpered MGB a very special flair with this factory decal set, originally fitted only to the "LE" models.
Silver 215-730 Gold 215-735 $67.95

MGB Sebring Headlamp Covers & Fitting Kit

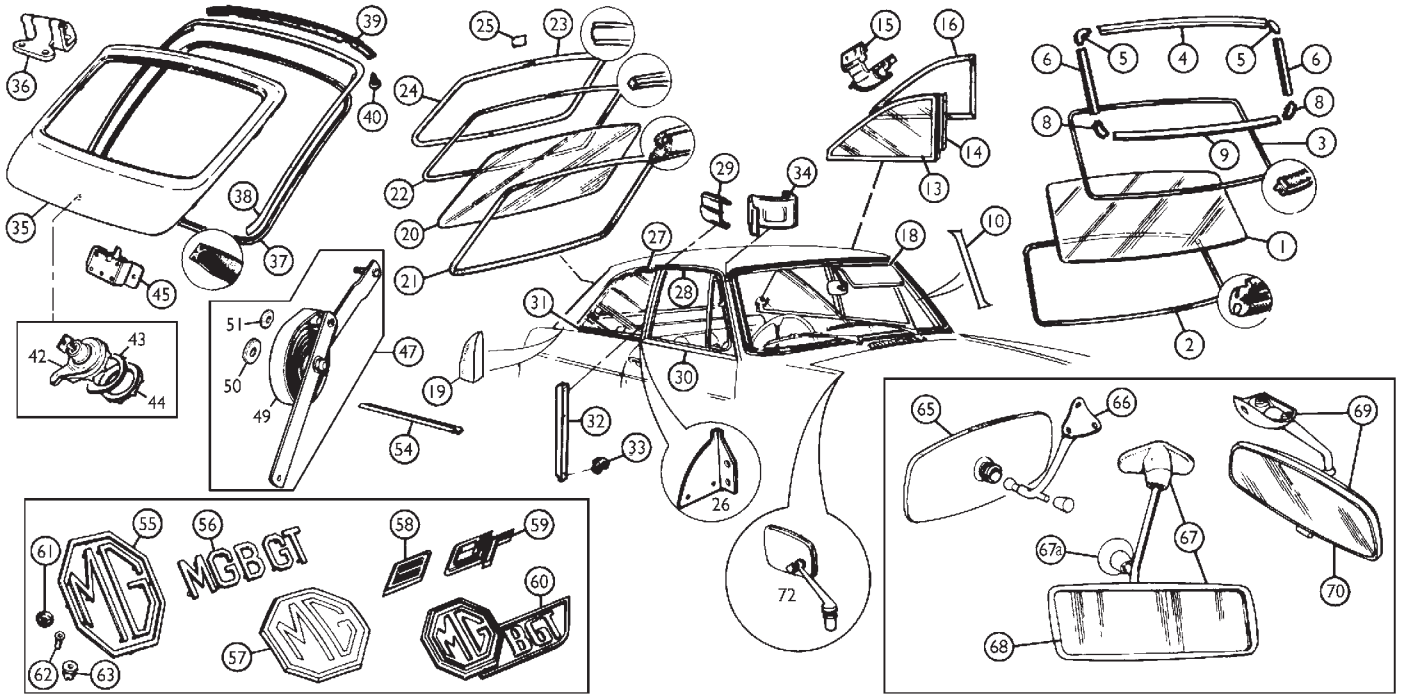


These American-made reproductions are far superior to the U.K.-produced repros periodically available, yet are much more economical. We have created a new, yet vintage-style method of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious vintage racer looking for originality.

Headlamp Cowl Kit **222-130 $159.95**
Alloy Cowl Fitting Kit **222-140 $49.95**

Not legal for street use in California. Other states may have similar requirements, please check local laws before ordering.

GT Unique



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
1	458-820	$129.95	WINDSHIELD		1
	458-825	$134.95	WINDSHIELD, tinted		1
2	282-430	$38.95	GLAZING RUBBER, windshield		1
3	282-485	$6.95	FILLER STRIP, glazing rubber		1
4	408-090	$34.95	FINISHER, windshield top		1
5	408-160	$8.35	FINISHER, windshield top corner		2
6	408-150	$10.95	FINISHER, windshield side		2
8	408-170	$8.35	FINISHER, windshield bottom corner		2
9	408-080	$34.95	FINISHER, windshield bottom		1
10	643-890	$41.95	FINISHER PAIR, A-post (black)		1
13	458-720	NA	QUARTER WINDOW ASS'Y., R/H	GT to (c)286061	1
	458-760	NA	GLASS, clear, R/H		1
	458-725	NA	QUARTER WINDOW ASS'Y., L/H		1
	458-770	NA	GLASS, clear, L/H		1
	282-580	$3.60	GLAZING RUBBER, quarter window, sold by the foot		A/R
	458-730	NA	QUARTER WINDOW ASS'Y., R/H	GT from (c)286062 on	1
	458-880	NA	GLASS, tinted, R/H		1
	458-735	NA	QUARTER WINDOW ASS'Y., L/H		1
	458-870	NA	GLASS, tinted, L/H		1
	282-585	$5.95	GLAZING RUBBER, quarter window		2
14	402-580	NA	HINGE, R/H	GT to (c)286061	1
	402-585	NA	HINGE, L/H		
1					
	402-590	NA	HINGE	GT from (c)286062 on	4
15	402-600	NA	TOGGLE CATCH, R/H	GT to (c)286061	1
	402-610	NA	TOGGLE CATCH, L/H		1
	402-620	NA	TOGGLE CATCH, R/H	GT from (c)286062 on	1
	402-630	NA	TOGGLE CATCH, L/H		1
16	282-560	$21.95	SEAL, quarter window, R/H	black, late style	1
	282-570	$21.95	SEAL, quarter window, L/H		1
18	233-917	$67.25	SUN VISOR		2
19	641-505	NA	FOAM RUBBER BLOCK, pair, C-pillar		1
20	458-740	$339.95	REAR DECK LID GLASS, clear, heated		1
	458-795	$349.95	REAR DECK LID GLASS, tinted, heated		1
21	282-590	$36.95	GLAZING RUBBER, rear window		1
22	282-485	$6.95	FILLER STRIP, glazing rubber		1
23	408-210	$89.95	FINISHER, L/H		1
24	408-180	NA	FINISHER, R/H		1
25	472-400	$1.95	CLIP for finisher		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
26	472-700	$23.50	FINISHER, door shut face, L/H		1
	472-705	$23.50	FINISHER, door shut face, R/H		1
27	472-710	$87.95	FINISHER, drip moulding, rear, R/H		1
	472-715	$87.95	FINISHER, drip moulding, rear, L/H		1
28	472-720	$87.95	FINISHER, drip moulding, front, R/H		1
	472-725	$87.95	FINISHER, drip moulding, front, L/H		1
29	472-730	$5.95	CLIP, finisher		2
30	453-410	$89.95	MOULDING, door top, R/H		1
	453-480	$89.95	MOULDING, door top, L/H		1
31	453-490	$71.95	FINISHER, tonneau waist, R/H		1
	453-495	$71.95	FINISHER, tonneau waist, L/H		1
32	472-750	$18.95	FINISHER, "B" post, R/H		1
	472-755	$18.95	FINISHER, "B" post, L/H		1
33	472-735	$0.70	GROMMET, "B" post finisher		2
34	472-760	NA	FINISHER, "A" post, R/H	1966-'68 approx.	1
	472-765	NA	FINISHER, "A" post, L/H		1
35	457-560*	$795.95	TAILGATE (Must be pre-paid, and shipped by truck, freight collect.) (Tailgate is a British Motor Heritage part)		1
36	405-440	$57.85	HINGE, tailgate, R/H		1
	405-450	$59.95	HINGE, tailgate, L/H		1
37	282-480	$29.95	TAILGATE SEAL, inner		1
38	282-490	$24.95	TAILGATE SEAL, outer		1
39	457-565	NA	RETAINER, seal		1
40	323-430	$0.40	SCREW, seal retainer		10
42	402-180	$49.95	LOCK ASSEMBLY, tailgate, w/2 keys		1
	Note: See pages 64 and 65 for master lock sets				
43	402-520	$0.95	WASHER		1
44	402-510	$4.75	NUT		1
45	402-530	$17.95	LATCH		1
47	472-370	$109.95	STAY ASSEMBLY, tailgate, R/H		1
	472-380	$109.95	STAY ASSEMBLY, tailgate, L/H		1
49	472-390	$12.50	COVER		2
50	472-375	$1.45	CAP COVER, large		2
51	472-385	$0.65	CAP COVER, small		2
54	457-240	$16.95	SEAL RETAINER, door sill		2
55	470-698	$12.95	"MG" BADGE, chrome, 3 pc. (use blind fix 326-650 x4, and push-on fix 326-500 x13)		1
56	408-450	$29.95	"MGB GT" MOTIF, chrome, 5 pc. (British Motor Heritage part) (use blind fix 326-650 x5, and push-on fix 326-500 x5)		1
57	470-665	$14.75	"MG" BADGE, black & chrome (use blind fix 326-655 x3)		1
58	472-780	$26.95	LETTER "B"	(use blind fix 326-665 x4)	1
59	472-785	$34.95	"GT" MOTIF	(use blind fix 326-665 x4)	1

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

No.	Part No.	Price (each)	Description	Application	Qty. Req.
60	472-770	NA	"MGB GT" BADGE, black & chrome (use blind fix 326-665 x3)		1
	472-775	$89.95	"MGB GT" BADGE, black & gold	UK Jubilee Edition	1
61	326-500	$0.25	PUSH-ON FIX	used w/#470-698, 408-450	13/5
	326-530	$0.40	PUSH-ON FIX	used w/#470-695	2
62	326-650	$0.65	BLIND FIX	used w/#470-698, 408-450	4/5
	326-655	$0.45	BLIND FIX	used w/#470-695, 470-665	1
	326-665	$0.45	BLIND FIX	used w/#472-780, 472-785	4
63	326-665	$0.45	BLIND FIX	used w/#472-770	3
65	165-120	NA	MIRROR HEAD	GT to (c)139471, thru 1967	1
66	165-240	NA	MIRROR STEM	GT to (c)139471, thru 1967	1
67	165-230	NA	MIRROR ASSEMBLY	GT from (c)139472 to 187840 1968 - '69	1
68	165-235	NA	MIRROR HEAD	GT from (c)139472 to 187840 1968 - '69	1
68a	116-036	$10.25	SUCTION PAD	GT from (c)139472 to 187840 1968 - '69	1
69	165-125	NA	MIRROR ASSEMBLY	GT from (c)187841 on 1970 on	1
70	165-245	$29.95	MIRROR HEAD	GT from (c)187841 on 1970 on	1
72	165-260	$48.95	R/H FENDER MIRROR	early factory option	1

All three GT rear view mirror assemblies are interchangeable.



GT Rear Quarter Flashes

Fitted as original equipment to all late GTs sold in England. Now you can Individualize your GT with this unique chrome & black trim piece produced by British Motor Heritage.

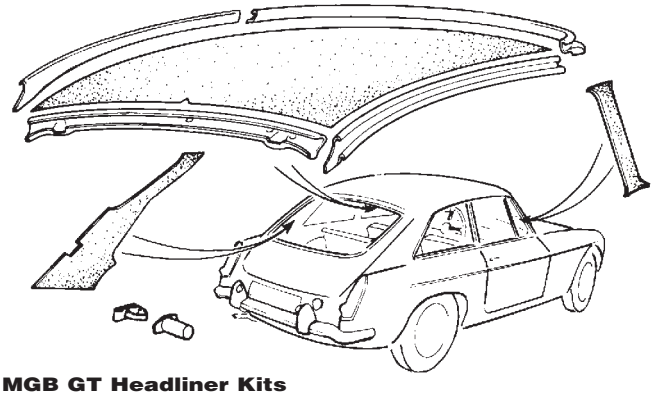
Left Hand 408-390 $57.95
Right Hand 408-395 $57.95



Seat Belt Bracket Set

MGB GT from 1973-on were fitted with retractor type seat belts. Since the seat belt anchor boss in the top of the fender arch sits so close to the vertical bulkhead panel, these brackets are required to mount the bulky retractor mechanisms.

Bracket Pair 222-158 $45.95



MGB GT Headliner Kits

These headliner kits are the solution to cracked and dingy GT headliners and associated panels. Each kit contains the main headliner cut foam pad and cover, header and cantrail covers, rear quarter liner panels, windshield post liner panels, fiberglass hinge cover, and instructions.

643-900	**$529.95**	**Grey Vinyl Headliner Kit**	
643-915	**$457.95**	**Grey Fabric Headliner Kit**	
643-905	**$489.95**	**Tan Fabric Headliner Kit**	
803-420	$0.90	CLIP, upper rear quarter liner	6
226-695	$1.95	SOCKET, for clip	6

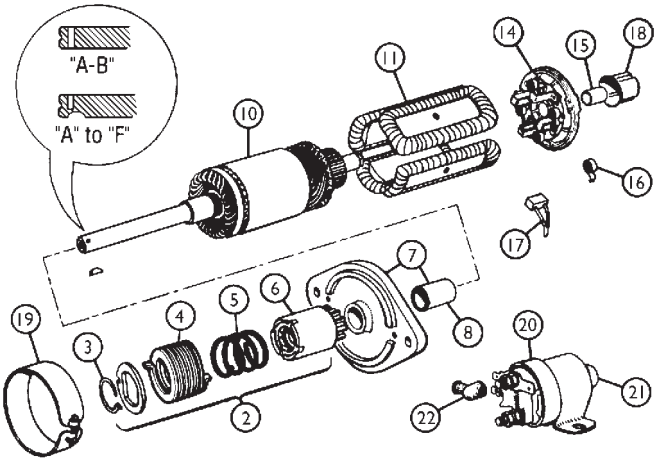
Spray Contact Adhesive

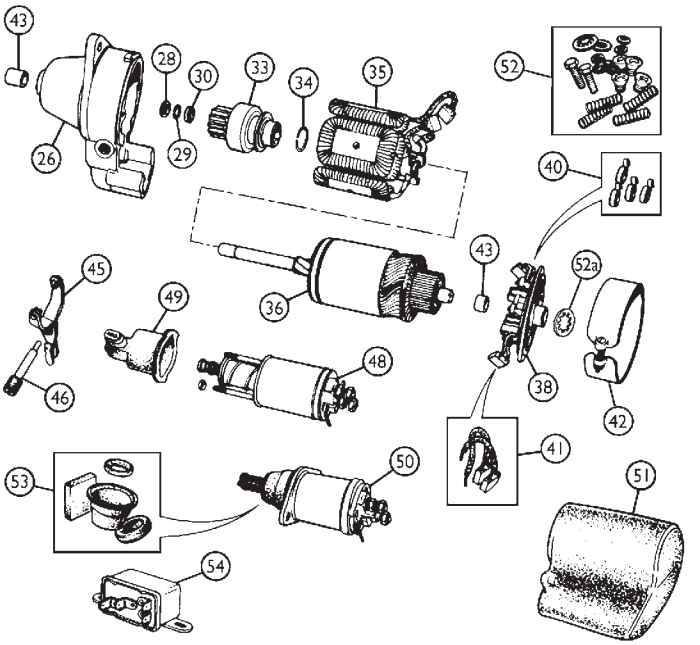
Perfect for installing your new headliner kit! Follow the instructions on the can for a perfect, permanent installation. This adhesive will bond almost anything to anything else; fabric, wood, metal, fiberglass, rubber, paper, and most plastics. 13 oz. aerosol can.

409-036 $20.95



Starting System





No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1967					
RD from (c)101 thru 138400/GT from (c)71933 thru 139471					
	140-465	$164.95	STARTER, rebuilt, exchange	all (e)18G/GA/GB	1
		$150.00	CORE CHARGE FOR 140-465 STARTER		
	Note: These are Lucas replacements for starters with numbers prefixed by "A" to "F" and "A - B" stamped on the starter body.				
2	150-440	NA	DRIVE ASSEMBLY		1
3	150-460	NA	RING, retaining	"A" to "F"	1
	150-470	NA	RING, retaining	"A - B"	1
4	150-410	NA	SPRING, main		1
5	150-430	NA	SPRING, pinion		1
6	150-420	NA	PINION & BARREL		1
7	149-200	NA	BRACKET, driving end		1
8	150-300	$4.95	BUSH		1
10	150-480	NA	ARMATURE	"A" to "F"	1
	150-490	NA	ARMATURE	"A - B"	1
11	150-150	$99.95	FIELD COIL SET		1
14	549-510	NA	BRACKET, commutator end		1
15	149-400	$2.95	BUSH		1
16	150-200	NA	SPRING SET		1
17	149-620	$15.95	BRUSH SET, 4 pc.		1
18	149-800	NA	CAP, shaft end		1
19	549-550	NA	BAND, dust cover		1
20	546-020	$22.75	SOLENOID, starter (push-button type)	1962 - '65	1
	546-150	NA	SOLENOID, starter, Lucas (square type)	1966 - '67	1
	546-152	$18.95	SOLENOID, starter, reproduction	1966 - '67	1
21	546-025	$1.95	COVER, push button (incl. with solenoid #545-020)		1
22	161-900	$1.40	BOOT		2

Starter:
If your starter turns over very slowly, either the starter is faulty, the connections to the starter are faulty (usually the earth strap on the engine), the battery is discharged, or the battery terminals are dirty.

Solenoid clicks repeatedly - battery is discharged or terminals are dirty.

Solenoid clicks once - starter relay has lost power (usually a dirty fuse box), or the solenoid or starter is faulty.

1968 - 1980
RD from (c)138401 on GT/ from (c)139472 on

	131-220	$179.95	STARTER, new replacement		1
	131-221	$69.95	DRIVE ASSEMBLY	repl. starter 131-220	1
	131-211	$69.95	SOLENOID	repl. starter 131-220	1
	131-210	$169.95	STARTER, rebuilt, exchange		1
		$100.00	CORE CHARGE FOR 131-210 STARTER		
	Note: These are replacements for starters #25660 and #25654. #25660 was used from 1968 thru 1971; #25654 from 1972 thru 1980.				
26	131-230	NA	BRACKET, drive end	#25660	1
	131-240	NA	BRACKET, drive end	#25654	1
28	131-250	NA	THRUST WASHER		1
29	131-260	NA	RING, retaining		1
30	131-270	NA	THRUST COLLAR		1
33	131-280	$59.75	DRIVE ASSEMBLY	#25660	1
	131-290	$54.95	DRIVE ASSEMBLY	#25654	1
34	131-285	NA	RING, retaining		1
35	131-300	$89.95	FIELD COIL SET	#25660	1
	131-305	NA	FIELD COIL SET	#25654	1
36	131-310	NA	ARMATURE	#25660	1
	131-315	NA	ARMATURE	#25654	1
38	131-330	NA	BRACKET KIT ASSEMBLY, commutator end	#25654	1
	131-320	NA	BRACKET, commutator end	#25660	1
40	150-200	NA	SPRING SET	#25660	1
41	149-620	$15.95	BRUSH SET, 4 pc.	#25660, rectangular brush	1
	549-420	$9.85	BRUSH SET, 4 pc.	#25654, triangular brush	1
42	131-350	NA	BAND, cover		1
43	549-400	$2.25	BUSH SET (front & rear bushes)	#25660	1
	549-405	$3.95	BUSH SET (front & rear bushes)	#25654	1
45	131-360	NA	LEVER, pinion engaging	#25660	1
46	131-370	NA	BOLT, pivot	#25660	1
	131-380	NA	LEVER & BOLT KIT	#25654	1
46	131-385	NA	BOLT, pivot	#25654	1
48	131-400	$78.85	SOLENOID (Lucas)	#25660	1
	131-402	$44.75	SOLENOID (aftermarket)	#25660	1
49	131-410	NA	BELLOWS	#25660	1
50	131-450	$43.75	SOLENOID	#25654	1
51	131-460*	$39.95	COVER	#25654 RD/GT (c)284721 on	1
	*Moulded vinyl starter covers were fitted to all later MGBs, but were generally discarded. Can be fitted to all 1968-'80 MGBs for ma ximum weather protection.				
52	131-395	NA	SUNDRY PARTS KIT	#25660	1
	131-390	NA	SUNDRY PARTS KIT		1
52a	131-392	$1.95	SPIRE NUT (armature end)	#25654	1
53	131-420	NA	SEALING KIT	#25654	1
54	131-510	$79.95	RELAY, starter, Lucas	RD from (c)187211 to 395331	1
	542-170	$34.95	RELAY, starter, replacement	GT from (c)187841 on	1
	131-520	$22.95	RELAY, starter	RD from (c)395332 on	1

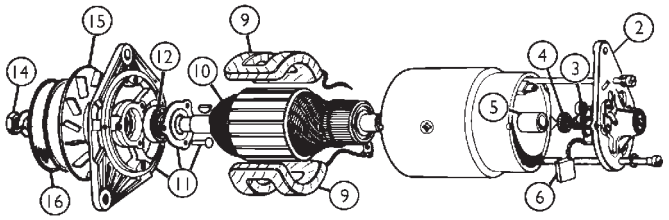
Hi Torque Replacement Starters

Modern design and reliability make these all new starters ideal for the "daily driver". High torque gear drive produces superior starting power for your engine. (Some minor re-wiring required on 1962-'67 cars.)

541-545 $299.95 1962-'67 Starter
131-215 $299.95 1968-'80 Starter



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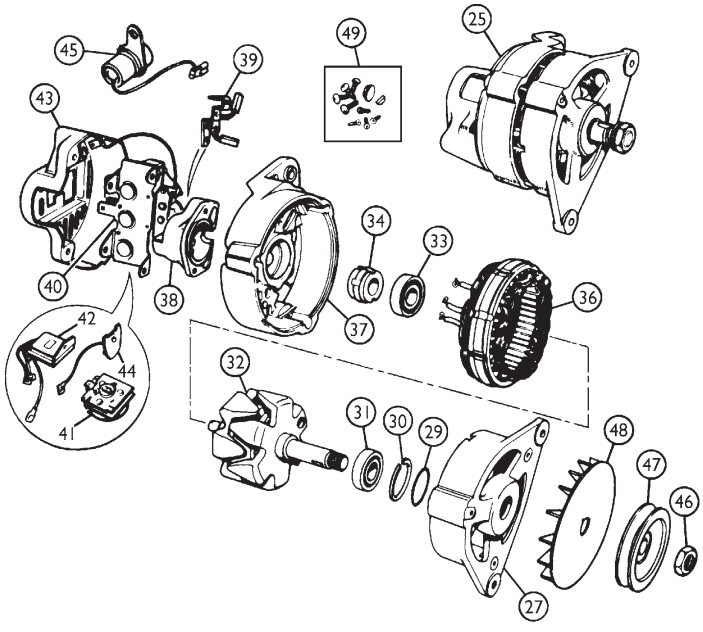


No.	Part No.	Price (each)	Description	Application	Qty. Req.

Generator 1962 - '67

	140-200	$129.95	GENERATOR, new, not Lucas	all (e)18G/GA/GB	1
2		NA	BRACKET ASSEMBLY, commutator end		1
3	549-030	$5.25	SPRING SET		1
4	697-020	$1.15	OILER. felt		1
5	147-600	$6.95	BUSH		1
6	147-250	$2.25	BRUSH SET		1
9	560-070	NA	FIELD COIL SET		1
10	162-900	$46.95	ARMATURE		1
11		NA	BRACKET ASSEMBLY, driving end		1
12	125-100	$8.95	BEARING		1
14	310-310	$0.45	NUT		1
15	433-670	$10.95	FAN		1
16	433-720	$59.95	PULLEY		1

When installing a new or rebuilt generator, always polarize it to suit your car before starting the engine. (Polarizing procedure is detailed in the "tech tip" which covers converting from positive to negative ground on page 85.)



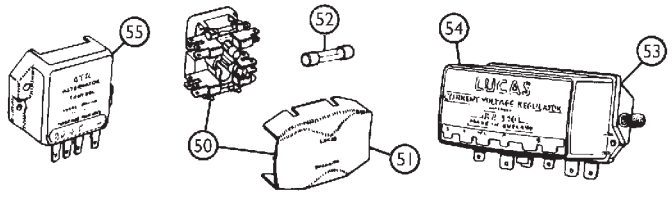
Alternator 1968 - '80

Note: Numbers listed in application column are Lucas numbers found on the original alternators. Due to Lucas changes, alternators supplied may be numbered differently! Pulleys and fans are not included with alternators.

25	130-000*	NA	ALTERNATOR, new (may use 130-100 below)	1968, #23548	1
				1969 - '71, #23716	1
	130-000	NA	ALTERNATOR, new (may use 130-100 below)	1972- 74, 23716, L23804	1
				alternative - #23748	1
	130-090	$134.95	ALTERNATOR, rebuilt	1974 1/2 - '78, #23756	1
		$125.00	CORE CHARGE FOR 130-090	end at (c)471000	1
	161-525	$3.80	CONNECTOR, 1/2" (required for this alternator)		1
	130-100	$117.95	ALTERNATOR, new	late 1978 - '80, #23737	1
				from (c)471001 on	1

*NOTE: This alternator has 3 terminals to replace the original 5 terminals used from 1968-'71. Refer to the "Alternator Terminal Conversions" article on page 89.

27	130-120	NA	BRACKET ASSEMBLY, drive end	#23756, 23737	1
29	130-450	NA	O-RING		1
30	130-455	NA	CIRCLIP		1
31	125-100	$8.95	BEARING, drive end	#23548, 23716, L23804	1
	130-465	$13.95	BEARING, drive end	#23756, 23737	1
32	130-160	NA	ROTOR ASSEMBLY	#23548 thru L23804	1
	130-170	NA	ROTOR ASSEMBLY	#23756, 23737	1
33		NA	BEARING, slip ring end		1
34	130-215	$3.45	SLIP RING		1
36	130-190	NA	STATOR	#23548 thru L23804	1
	130-200	NA	STATOR	#23756, 23737	1
37	130-210	NA	BRACKET, slip ring end		1
38	130-220	NA	BRUSH HOUSING ASS'Y.	#23548	1
	130-230	NA	BRUSH HOUSING ASS'Y.	#23716 -on	1
39	130-225	$3.95	BRUSH SET	#23548, 23756	1
	130-235	$3.45	BRUSH SET	#23716 -on	1
40	130-240	NA	RECTIFIER	#23548	1
41	130-250	$12.95	RECTIFIER	#23716, 23737	1
	130-260	$22.95	RECTIFIER	#L23804	1
	130-270	$27.50	RECTIFIER	#23756	1
42	130-280	$12.75	REGULATOR, 2-wire	#23716, 23737	1
	130-290	$26.95	REGULATOR, 4-wire	#L23804, 23756	1
43	130-310	NA	COVER	#23548	1
	130-320	$15.75	COVER	#23716. L23804, 23737	1
	130-330	NA	COVER	#23756	1
44	130-345	NA	SURGE PROTECTOR	#23716 -on	1
45	130-350	NA	CAPACITOR	#23716 -on	1
46	310-810	$1.25	NUT		1
47	130-370	$27.95	PULLEY, alternator	RD/GT to (c)410000	1
	130-380	$18.95	PULLEY, alternator	RD from (c)410001 on	1
48	130-400	$34.95	FAN, alternator		1
49	130-360	NA	SUNDRIES KIT		1



50	560-100	$11.95	FUSE BOX, 2 fuse	RD to (c)187210	1
				GT to (c)187840	1
	162-510	$14.75	FUSE BOX, 4 fuse	RD from (c)187211 on	
				GT from (c)187841 on	1
51	560-110	$3.85	COVER, fuse box	use w/560-100	1
	560-115	$3.85	COVER, fuse box	use w/162-510	1
52	146-700	$0.65	FUSE, 35 amp.		A/R
	146-710	$0.80	FUSE, 25 amp.		A/R
	146-720	$0.75	FUSE, 15 amp.		A/R
	146-730	$0.75	FUSE, 10 amp.		A/R
53	142-040	NA	REGULATOR, Lucas	RD/GT to (c)138400	1
	142-045	$29.95	REGULATOR, replacement		1
54	162-010	NA	COVER, regulator		1
55	130-440	$68.75	CONTROL UNIT	RD/GT from (c)138401 to 158230	1

Classic Style 6-Volt Battery



Manufactured in England, these batteries incorporate hard rubber cases, tar-sealed tops, and are similar to early MGB Lucas batteries. These will provide years of dependable service. Shipped dry; battery electrolyte must be obtained from your local auto parts store.

459-380 $265.95 Classic Style 6-Volt Battery

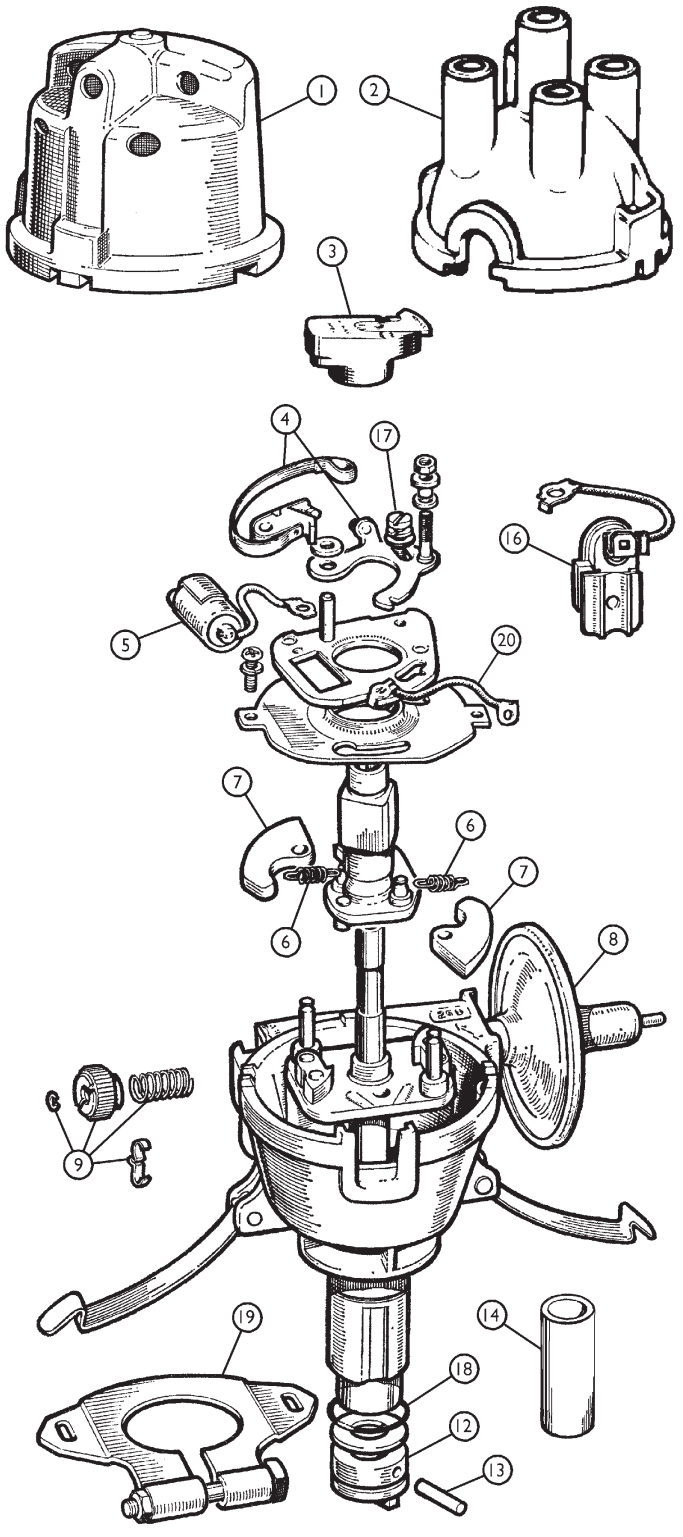


Westco 12-Volt Battery

The Westco battery utilizes absorbed glass mat technology for high cranking ability. No maintenance, non-spillable, vibration resistant. Ideal for conversion to a single 12 volt battery.

459-390 $179.95 Westco 12V Battery MORE INFO ONLINE

Distributor - 1962-'74



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Distributor model 25D4					
	143-115	$88.95	DISTRIBUTOR, new, replacement	1962 - 1971	1
	Note: **This replacement distributor 41427 is model 45D4, not 25D4. Parts for these are listed on the facing page.** This is a new replacement for original distributors numbered 40897, 41155, 41156, 41220, 41288, 41290, 41264, and 41339.				
	143-130	NA	DISTRIBUTOR, new, replacement	1972 - 1974	1
	143-140	NA	DISTRIBUTOR, rebuilt, exchange	1972 - 1974	1
	Note: This replacement is model 45D4; parts are listed on the facing page. This is Lucas distributor #41599, which replaces 41370 & 41491.				
1	163-805	$36.75	CAP, distributor, Lucas	distributors #40897, 41155, and 41156	
	163-800	$15.95	CAP, distributor, replacement	distributors #40897, 41155, and 41156	1
2	163-815	$10.75	CAP, distributor, Lucas	#41220, 41288, 41290, 41264, 41339, 41370, 41491	1
	163-810	$7.95	CAP, distributor, replacement	#41220, 41288, 41290, 41264, 41339, 41370, 41491	1
	Note: All of these caps may be interchanged if used with the appropriate wire set.				
3	151-805	$7.95	ROTOR, premium replacement (red)		1
	151-710	$3.65	ROTOR, Lucas		1
	151-800	$3.45	ROTOR, aftermarket		1
	152-220	$10.95	POINT & CONDENSER SET, Lucas		1
	152-221	$7.25	POINT & CONDENSER SET, aftermarket		1
4	151-720	$4.75	POINT SET, Lucas		1
	153-900	$4.35	POINT SET, aftermarket		1
5	151-730	$5.45	CONDENSER, Lucas		1
	154-000	$2.45	CONDENSER, aftermarket		1
6	551-010	$19.95	SPRING SET (universal set of 5 assorted springs)		1
7		NA	WEIGHT		2
8	163-665§	$89.95	VACUUM UNIT, reproduction	#40897	1
	163-630†	$68.75	VACUUM UNIT, replacement	#41155, 41220, 41288	1
	560-151†	$89.95	VACUUM UNIT, reproduction	#41156, 41290	1
	560-160†	$89.95	VACUUM UNIT, reproduction	#41264	1
	163-660†	$89.95	VACUUM UNIT, replacement	#41339	1
	560-513†	$89.95	VACUUM UNIT, reproduction	#41370	1
	163-670†	$89.95	VACUUM UNIT, replacement	#41491	1
§ threaded vacuum pipe connection					
† push-on vacuum connection					
9	163-738	$12.95	ADJUSTER KIT		1
	163-730	NA	SPRING, adjuster		1
	163-740	NA	RATCHET, adjuster		1
	163-735	NA	NUT, adjuster		1
12	153-300	$22.95	DOG, drive		1
13	539-020	$0.55	PIN		1
14	153-500	$29.95	BUSHING		1
16	153-640	$4.35	TERMINAL & LEAD		1
17	323-245	$0.85	SCREW, points retaining		1
18	163-750	$0.45	O-RING	as fitted	1
19	153-400	$28.95	CLAMP ASSEMBLY with bolt & nut		1
	153-401	$29.95	CLAMP, without bolt & nut		1
	153-402	$6.95	BOLT & NUT for clamp		1
20	153-645	$2.35	WIRE, ground (replacement)		1

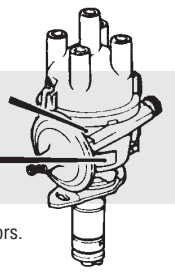
Distributor Applications 1962-'74

Model 25D4. This listing shows standard fitment for U.S.A. MGBs. Over the years, both Lucas and dealers supplied different distributors as replacements. The more common of these replacements are listed at the end of the table. (For practical purposes, distributors 40897, 41155, and 41339 may be safely interchanged, or later distributors used. For 1972 and later cars, the use of earlier distributors is not recommended.

Model Year	Lucas Part#
1962-'67	40897
1968-'70	41155
1971	41339
1972	41370
1973-'74	41491

Other model 25D4 distributors which were used as replacements include:
41156, 41210, 41220, 41264,
41287, 41288 & 41290.

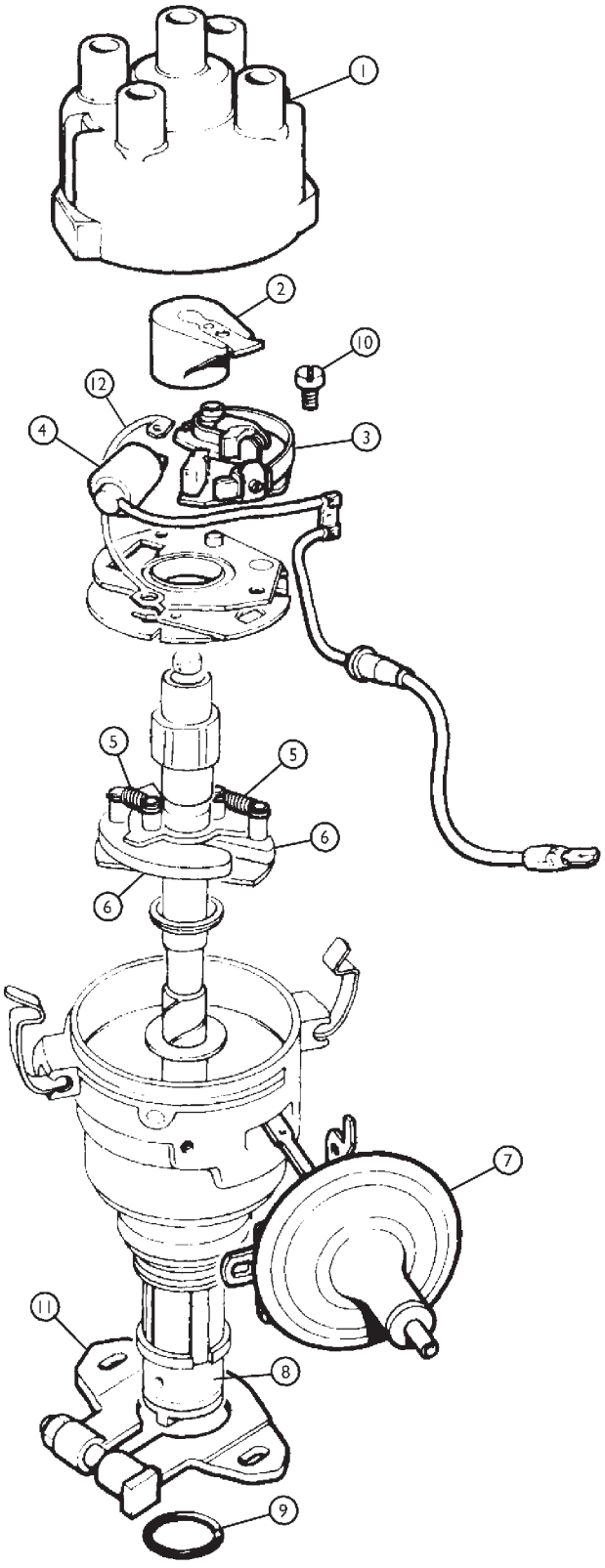
Some later replacement distributors (such as our 143-115) are model 45D4. Parts for these are found on the next page.



Note: This information does not apply to later model distributors.

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Distributor - Fed. 1975-'76



No.	Part No.	Price (each)	Description	Application	Qty. Req.
			Distributor models 45D4 and 43D4		
			Distributors model 45D4 have been used by Lucas as replacements for the 1962-'74 model 25D4. Component parts are not interchangeable between the different models.		
	143-130	NA	DISTRIBUTOR, new	1975, except California distributor #41599	1
	143-140	NA	DISTRIBUTOR, rebuilt, exchange	1975, except California distributor #41599	1
	143-150	NA	DISTRIBUTOR, new	1976, except California distributor #41644	1
	143-160	NA	DISTRIBUTOR, rebuilt, exchange	1976, except California distributor #41644	1
1	151-875	$9.95	CAP, distributor, Lucas		1
	151-870	$7.75	CAP, distributor, aftermarket		1
2	151-865	$9.95	ROTOR, premium (red)		1
	151-855	$3.75	ROTOR, Lucas		1
	151-850	$2.25	ROTOR, aftermarket		1
3	153-915	$5.75	POINT SET, Lucas		1
	153-910	$3.95	POINT SET, aftermarket		1
4	154-020	$2.95	CONDENSER, TERMINAL & LEAD,		1
5	551-010	$19.95	SPRING SET (universal set of 5 assorted springs)		1
6		NA	WEIGHT, auto advance		2
7	163-695	$53.95	VACUUM UNIT, auto advance	#41427 (repl. distributor)	1
	163-680	$53.95	VACUUM UNIT, auto advance	#41599	1
8	153-300	$22.95	DOG, drive		1
	539-020	$0.55	PIN for dog		1
	163-760	NA	SUNDRIES KIT		1
9	163-750	$0.45	O-RING		1
10	323-246	$0.95	SCREW, points retaining		1
11	153-400	$28.95	CLAMP ASSEMBLY with bolt & nut		1
	153-401	$29.95	CLAMP, without bolt & nut		1
	153-402	$6.95	BOLT & NUT for clamp		1
12	153-645	$2.35	WIRE, ground (replacement)		1

More distributors are listed in the "Performance" section of the color pages at the front of this catalog.

Mallory Dual Point Distributor



Mallory's dual point design provides a hotter spark than standard Lucas distributors. The mechanical advance-only design is fully adjustable to provide 16-28 degrees of total advance, making these performance units equally suited to stock or race prepared engines. Adjustment and installation is straightforward, but either your old original or a new distributor drive dog must be installed. (You must drill the shaft for the pin.) These quality units are an ideal trouble-free replacement for your ailing stock distributor. The optional Advance Curve Kit includes a large assortment of advance weight springs, a degree key tool and instructions, allowing you to set whatever advance curve you want!
Point gap - .022", dwell (individual) 32°, dwell (total) 39-43°

Dual Point Distributor	**143-180**	**$379.95**
Cap	143-175	$34.95
Points (2 req'd.)	143-185	$27.75 ea.
Rotor	143-190	$10.75
Condenser	143-195	$10.75
Advance Curve Kit	**143-236**	**$55.95**

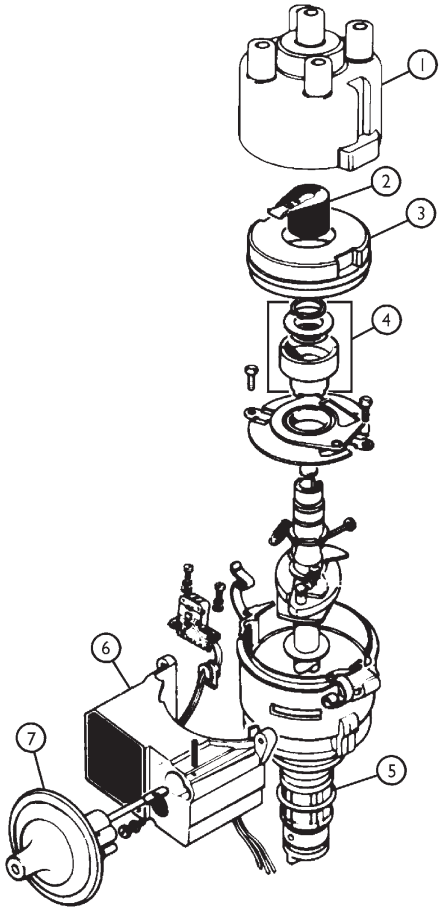


Mallory Unilite Distributor

Self-contained, rugged photo-optic trigger and adjustable mechanical advance. Simple three-wire hookup. Shaft must be drilled for drive dog (not included). Negative ground only.
4-Cylinder Distributor **143-155 $664.95**

Distributors - Electronic Ignition

Opus



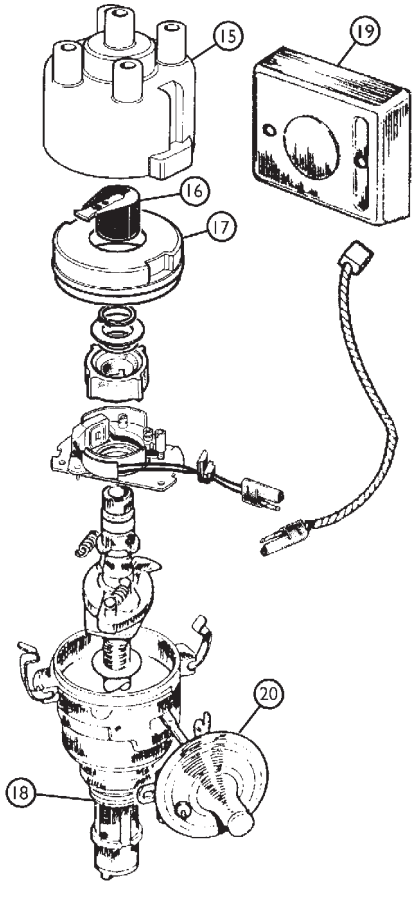
Lucas Electronic Ignition

The original Lucas "Opus" electronic ignition used through 1979 featured the ignition amplifier mounted on the distributor body. As this system proved notoriously troublesome and unreliable, 1980 cars were produced with the "CEI" (Constant Energy Ignition) system, which had a remote amplifier, and was highly reliable. As of 1980, all replacements for the "Opus" system were of the CEI type. Needless to say, this has caused much confusion over the years when replacement components have been required. Order parts by your Lucas distributor number.

Model Year	Lucas pt.#	Lucas model/type	replaced by
1975-76 CA	41643	43DE4 (Opus)	41815 43DM4 (CEI)
1977-79 Fed.	41693	45DE4 (Opus)	41813 45DM4 (CEI)
1977-79 CA	41695	45DE4 (Opus)	41814 45DM4 (CEI)
1980 Fed.	41851	45DM4 (CEI)	-
1980 CA	41853	45DM4 (CEI)	-

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Opus					
1	151-875	$9.95	CAP, distributor, Lucas	#41643, 41693, 41695	1
	151-870	$7.75	CAP, distributor, aftermarket		1
2	151-865	$9.95	ROTOR ARM, Premium		1
	151-855	$3.75	ROTOR ARM, Lucas	#4163, 41693, 41695	1
	151-850	$2.25	ROTOR ARM, aftermarket		1
3	154-030	NA	COVER, anti-flash	#41643	1
	154-040	NA	COVER, anti-flash	#41693, 41695	1
4	154-050	NA	TIMING ROTOR ASSEMBLY		1
5	163-750	$0.45	O-RING		1
6		NA	AMPLIFIER ASSEMBLY		1
7	163-860	$89.95	VACUUM UNIT, auto advance	#41693	1
	163-880	NA	VACUUM UNIT, auto advance	#41695	1

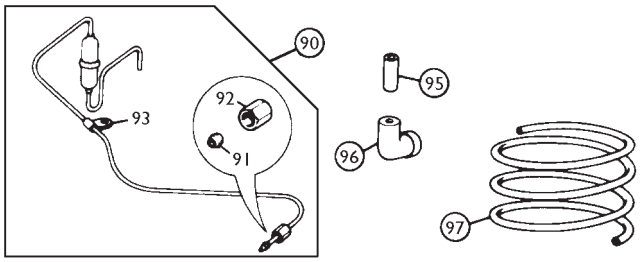
C.E.I.



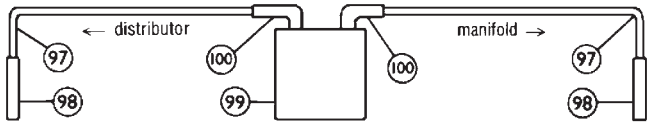
C.E.I.					
15	151-875	$9.95	CAP, distributor, Lucas (black)		1
	151-870	$7.75	CAP, distributor, aftermarket (black)		1
	151-880	$12.95	CAP, distributor, aftermarket (blue)		1
16	151-865	$9.95	ROTOR ARM, Premium		1
	151-855	$3.75	ROTOR ARM, Lucas		1
	151-850	$2.25	ROTOR ARM, aftermarket		1
17	154-040	NA	COVER, anti-flash		1
18	163-750	$0.45	O-RING		1
19	142-975	NA	AMPLIFIER ASSEMBLY		1
20	163-960	$48.75	VACUUM UNIT, auto advance	#41851, 41813	1
	163-970	NA	VACUUM UNIT, auto advance	#41853, 41814	1

See the "Performance" section in the color pages at the front of this catalog for more distributor and ignition options.

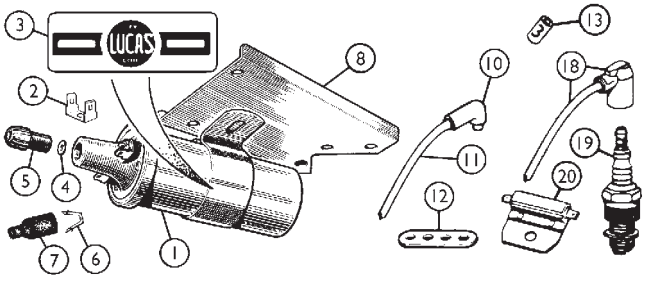
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Vacuum Pipe					
90	163-640	$38.95	VACUUM PIPE ASSEMBLY, steel	all (e)18G/GA/GB 1962 - '67	1
91	163-635	$0.70	COMPRESSION FITTING		1
92	153-810	$3.45	NUT		1
93	153-820	$1.40	CLIP		1
95	282-650	$2.95	CONNECTOR, carburetor end	1968 on	1
96	153-840	$1.45	CONNECTOR, distributor end		1
97	163-655	$1.20	VACUUM LINE, plastic, sold by the foot	RD from (c)138401 on GT from (c)139472 on	A/R



Transmission-Controlled Spark Advance System					
97	163-655	$1.20	VACUUM LINE, plastic, sold by the foot	RD from (c) 415001 on (from early 1977-on)	A/R
98	153-830	$1.85	CONNECTOR, straight		2
99	145-740	NA	VALVE, solenoid		1
100	153-840	$1.45	CONNECTOR, elbow		2



Coil & Ignition Wires					
1	543-020	$29.95	COIL, screw-in H.T. conn.	1962 - '67	1
	143-220	$36.95	COIL, Lucas, push-in H.T. conn.	1968 - '74	1
	143-221	$17.95	COIL, aftermarket, push-in conn.		1
	143-230	$24.65	COIL, ballasted system	Sep. '74(74 1/2) - '80	1
	143-200	$32.75	LUCAS SPORTS COIL, heavy duty	1962-'74	1
2	571-045	$0.35	CONNECTOR, double male		A/R
3	215-630	$2.25	LUCAS COIL DECAL		1
4	146-310	$0.45	WASHER	early coils with screw-in connection	1
5	152-400	$1.25	NUT, coil wire		1
6	571-037	$0.40	WIRE END, push-in coil wire		1
7	571-047	$0.75	BOOT, push-in coil wire		1
8	470-055	$44.95	BRACKET, coil mounting	1962-'67	1
	171-628	$46.95	IGNITION WIRE SET, w/caps	side entry distributor cap all (e)18G/GA/GB	1
10	171-620	$9.75	CAP, suppressor		4
11	171-627	$8.95	WIRE, ignition, 5 1/4 ft.		1
12	171-550	$2.25	SPACER, ignition wires		1
13	171-630	$3.95	LABEL SET, ignition wires		1

To use modern high performance ignition wires with your early distributor, use top-entry cap 163-815 rotor 151-710, Magnecore wire set 143-565, and ignition coil 143-200 or 143-220.

18	171-658	$12.95	IGNITION WIRE SET	top entry distr. cap	1
	143-565	$79.95	IGNITION WIRE SET, "Magnecor"		1
19	152-130	$3.45	SPARK PLUG, Champion N9Y		4
20	131-560	NA	DRIVE RESISTOR	electronic ignition '75-80	1

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Positive to Negative Ground Conversion

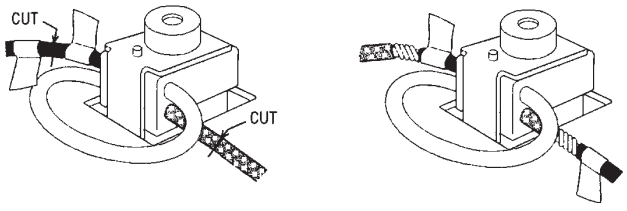
You can fit modern stereo systems, power antennae, CB radios, etc. to your pre-1968 MGB if you change from positive to negative ground. This is easily done! First you must change your battery cables or clamps so they will fit on the opposite terminals. Leaving them disconnected, now reverse the positions of the two wires connected to your ignition coil. Next,the generator must be re-polarised. Disconnect both generator leads. Take a piece of 14 gauge wire and attach it to the main "hot" terminal of your starter solenoid or to a "hot" terminal on your fuse block. Reconnect your batteries in the new configuration (with the negative post going to ground). Now take the loose end of your 14 gauge wire and flash it once or twice against the field (smaller) terminal of the generator, just enough so you can see a small spark. (Do not connect this wire to the generator, even for a few seconds.) Now remove the 14 gauge wire, and reconnect your generator leads. If your car has an ammeter or voltmeter, simply reverse their leads. Wiper and blower motors need no changes. Original pre-1968 S.U. fuel pumps are not polarity sensitive, but modern S.U. replacements are, and must be replaced with negative ground S.U. pumps. You are now finished, unless you have a 1965-67 car with an electric tachometer.

To convert the tachometer, John Twist offers the following advice:

Two changes are necessary to completely convert your early positive ground electric tach: a.) The wires must be reversed at the "white wire loop" at the back of the unit, and b.) the power and earth connections must be reversed inside the case.

a.) The wire in the "white wire loop" comes from the key switch and travels to the hot side of the coil. Referring to the illustration below, select one of the wires and tag it with two pieces of tape for identification. Then, cut the wire between the pieces of tape, and cut the other wire to the same length. Reverse the connections (now there is one piece of tape on each wire) and solder them (remember, this is the power lead for the coil and is unfused). Tape up the connections carefully. When later replacing the plastic block on the back of the tach, ensure that the metal band around the block is carefully positioned. This is a necessary part of the electromagnetic pickup.

Before **After**



b.) To reverse the power wire and earth wire inside the unit, it is necessary to remove the chrome ring, the glass face and the glare shroud. The chrome ring is usually removed with great difficulty by prying the tabs with a small screwdriver, then rotating until the tabs can fit through the slots in the case. Remove the two screws on the back of the unit that hold the internals to the case (not the two whose heads fit in holes in the case), and allow those internals to drop carefully into your hand. Don't bend the needle! The spade terminal is the power connection. Just next to this is the earth connection. A resistor is soldered to one of these connections, and a green wire to the other. Unsolder these ends of the green wire and the resistor from their current positions. Resolder the green wire to where the resistor was connected, and the resistor to where the green wire was connected. Reassemble the unit after cleaning the glass.

Mallory Dual Point Distributor

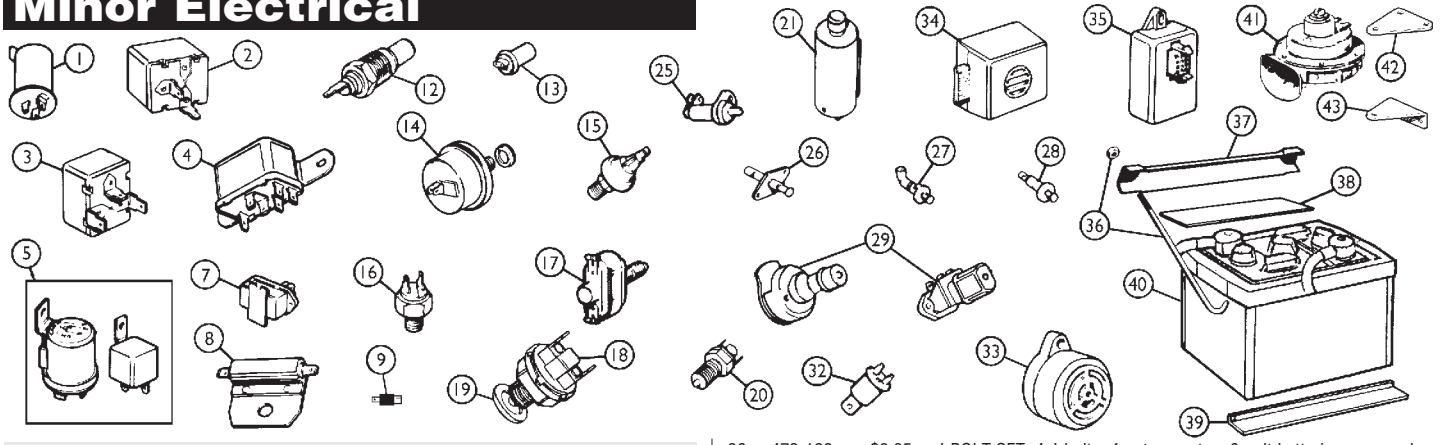


Mallory's dual point design provides a hotter spark than standard Lucas distributors. The mechanical advance-only design is fully adjustable to provide 16-28 degrees of total advance, making these performance units equally suited to stock or race prepared engines. Adjustment and installation is straightforward, but either your old original or a new distributor drive dog must be installed. (You must drill the shaft for the pin.) These quality units are an ideal trouble-free replacement for your ailing stock distributor. The optional Advance Curve Kit includes a large assortment of advance weight springs, a degree key tool and instructions, allowing you to set whatever advance curve you want!

Point gap - .022", dwell (individual) 32°, dwell (total) 39-43°

Dual Point Distributor	**143-180**	**$379.95**
Cap	143-175	$34.95
Points (2 req'd.)	143-185	$27.75 ea.
Rotor	143-190	$10.75
Condenser	143-195	$10.75
Advance Curve Kit	**143-236**	**$55.95**

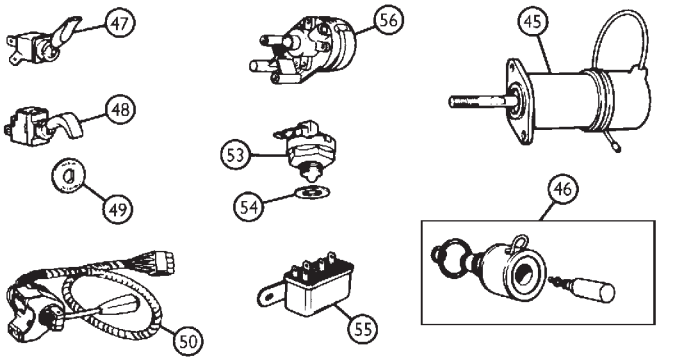
Minor Electrical



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	141-750*	$12.75	FLASHER UNIT, turn signals	RD to (c)138400 GT to (c)139471	1
2	141-748**	$12.95	FLASHER UNIT, turn signals	RD from (c)138401 on GT from (c)139472 on '68 on	1
	141-650*	$5.65	FLASHER UNIT, hazard	RD from (c)238408	1
	141-748**	$12.95	FLASHER UNIT, hazard (repl.)	GT from (c)239805	
3	141-655*	$7.95	FLASHER UNIT, hazard (repl.)	RD from (c)138401 to 238407	
	141-747**	$12.95	FLASHER UNIT, hazard (repl.)	GT from (c)139472 to 239804	1
4	542-235	$5.75	RELAY, radiator fans	1977-'80 as fitted	1
5	131-520	$22.95	RELAY, ignition switch, either one illustrated may be fitted	RD from (c)410001 on, '77 on	1
	131-520	$22.95	RELAY, heated rear window	GT as fitted	1
7	131-556	$16.95	VOLTAGE STABILIZER, pos. grd	RD & GT 1965-'67	1
	131-555	$14.75	VOLTAGE STABILIZER negative ground, 1968 on	RD from (c)138401 on GT from (c)139272 on	1
8	131-560	NA	DRIVE RESISTOR	electronic ignition	1
9	181-855	$29.95	DIODE, handbrake light	as fitted 1978-'80	1
12	760-180	$7.75	SENDING UNIT, temp. 1968 - '76	RD from (c)138401 to 410000 GT from (c)139472 on	1
	131-565	$7.95	SENDING UNIT, temp.	RD from (c)410001 on	1
13	542-215	$21.95	SWITCH, thermostatic fan	RD from (c)410001 to 511290	1
	542-213	$43.85	SWITCH, thermostatic fan	RD from (c)511291 on	1
14	131-580	$104.95	TRANSMITTER, oil press. 1968 - '72	RD from (c)138401 to 258000 GT from (c)139472 to 258000	1
15	141-715	$19.95	SWITCH, oil pressure 1973 on	RD from (c)294251 on GT from (c)296001 on	1
16	542-110	$7.75	SWITCH, brake light 1962 - '67	RD to (c)138400 GT to (c)139472	1
17	181-980	$11.95	SWITCH, brake light, 1968-on	RD from (c)138401 on	1
	310-070	$0.40	JAM NUT for switch	GT from (c)139472 on	1
18	140-470	$13.95	SWITCH, reverse light	RD/GT from mid 1967 on	1
19	324-145	$0.55	WASHER, for switch		1
20	542-410	$9.95	INHIBITOR SWITCH, seat belt (replacement)	RD from (c)138401 to 410000 GT from (c)139472 on	1
21	900-240	$58.95	INERTIA SWITCH (repl.) fuel cut-off	RD from (c)360301 to 516373 GT from (c)361001 on	1
	145-755	$126.95	INERTIA SWITCH, fuel cut-off	RD from (c)516374 on	1
25	131-600	NA	SWITCH, ignition key warning 1970 on	RD from (c)187211 on GT from (c)187841 on	1
26	131-611	$7.95	SWITCH, courtesy light	RD/GT from (c)219001 on	2
27	131-620	$14.95	SWITCH, trunk light	RD from (c)21900 on	1
28	131-630	$14.95	SWITCH, tailgate light	GT only from (c)219001 on	1
29			SWITCH, headlamp dimmer	See page 90	
32	142-110	NA	BUZZER, ignition, 1970 - '73 key warning	RD from (c)187211 to 328100 GT from (c)187841 to 328800	1
33	142-115	NA	BUZZER, ignition key warning	RD from (c)328101 to 372612 GT from (c)328801 on	1
34	142-125	NA	BUZZER, time delay	RD from (c)372613 on	1
35	145-760	NA	SEQUENTIAL SEAT BELT CONTROL	RD (c)328101 to 372612 GT from (c)328801 on	1

* Thermal (bi-metallic) type ** Electronic replacement type, more reliable than thermal type.

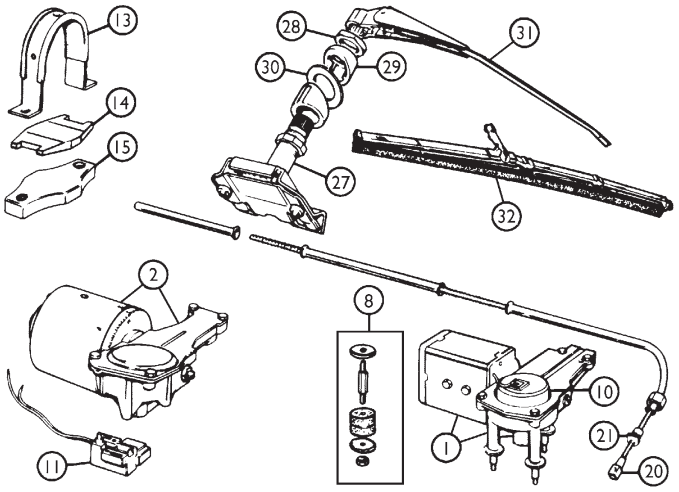
No.	Part No.	Price (each)	Description	Application	Qty. Req.
36	473-188	$9.95	J-BOLT SET, 4 J-bolts, 4 nuts	two 6-volt batteries	1
	473-238	$3.95	J-BOLT SET, 2 J-bolts, 2 nuts	one 12-volt battery	1
37	473-180	$2.65	CLAMP, battery	two 6-volt batteries	2
	473-185	$6.75	CLAMP, battery	one 12-volt battery	1
38	473-110	$0.60	PAD, battery clamp	two 6-volt batteries	2
	473-115	$0.95	PAD, battery clamp	one 12-volt battery	1
39	473-190	$2.65	PAD, battery	two 6-volt batteries use 4	4/2
40	459-380	$265.95	BATTERY, 6-volt, classic style	1962-'67 alternatives	2
	459-415	NA	BATTERY, 6-volt, plastic case	1968-'74 alternatives	2
	459-390	$179.95	BATTERY, 12-volt "Westco"	1975-'80	1
41	545-030	$34.95	HORN, high note	die-cast, 2 terminals	1
	545-020	$34.95	HORN, low note	1962-1976	1
	545-050	$17.95	HORN, high note	plastic, 1 terminal	
	545-060	$17.95	HORN, low note	1977-1980	1
42	560-090	$4.95	HORN BRACKET, straight	to (c)5812	2
43	164-940	$3.95	HORN BRACKET, angled	from (c)5813	2



Overdrive Components

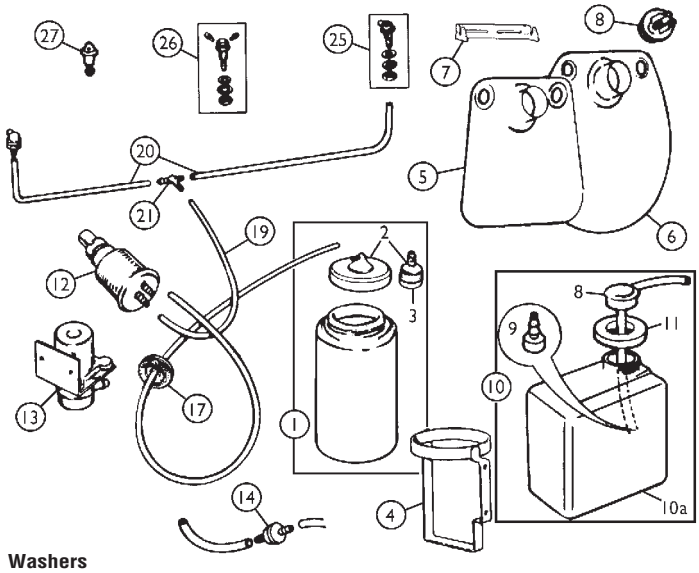
45	145-730	$33.75	SOLENOID, overdrive	RD to (c)138400 GT to (c)139471 1962 - '67	1
46	466-375	$179.95	SOLENOID VALVE ASS'Y., OD	RD from (c)138401 on '68 on GT from (c)139472 on	1
47	141-210	$8.95	SWITCH, overdrive	RD to (c)61015	1
48	141-760	$29.45	SWITCH, overdrive	RD from (c)61016 to 138400	1
49	233-850	$4.95	ESCUTCHEON, o/d switch	GT from (c)61016 to 139470	1
50	141-825	$67.95	SWITCH, wiper, washer & overdrive	RD from (c)138401 to 328100 GT from (c)139471 to 328800	1
	141-845	$77.95	SWITCH, wiper, washer & overdrive	RD from (c)328101 to 410000 GT from (c)328801 on	1
	141-320	$13.75	SWITCH, overdrive, on shifter	RD from (c)410001 on, '77 on	1
53	140-470	$13.95	SWITCH, overdrive isolation		1
54	324-145	$0.55	WASHER, for switch		2
55	542-170	$34.95	RELAY, overdrive, thru 1967	RD to (c)138400 GT to (c)139471	1
56	141-520	NA	VACUUM SWITCH, overdrive thru 1967	RD to (c)138400 GT to 139471	1
	357-388	$64.95	SUB-HARNESS, overdrive	thru 1967	1
	356-436	$22.50	SUB-HARNESS, overdrive	1968-'76	1
	161-581	$17.95	WIRE PAIR to o/d switch	1977-'80	1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	568-018	NA	MOTOR ASS'Y., w/gear	RD to 138400, thru 1967	1
	145-510	NA	MOTOR ASS'Y., w/o gear		1
2	145-558	$119.95	MOTOR ASS'Y., w/gear (repl.)	RD from (c)138401 to 158370	1
	145-558	$119.95	MOTOR ASS'Y., w/gear	RD from (c)158371 (1969-on)	1
	145-548	NA	MOTOR ASS'Y., w/gear	GT to (c)138400 (thru 1967)	1
	145-568	$129.95	MOTOR ASS'Y., w/gear	GT 1968	1
	145-558*	$119.95	MOTOR ASS'Y., w/gear*	GT from (c)158231 (1969 on)	1
	145-555*	$16.95	GEAR & SHAFT*	RD & GT from 1969 on	
	164-960	NA	GEAR & SHAFT	GT to (c)138400 (thru 1967)	1
	145-565	$28.95	GEAR & SHAFT	GT 1968	1
	145-490	$109.95	MOTOR ASS'Y., w/o gear	RD & GT 1968-on	1
	145-495	$79.95	MOTOR ASS'Y., w/o gear, aftermarket		1
	554-040	NA	ARMATURE, thru 1967	RD to (c)138400	1
	145-570	NA	ARMATURE, 1968 on	RD from (c)138401 on/all GT	1
	554-030	NA	BRUSH ASSEMBLY	RD to (c)138400, thru 1967	1
	554-035	$18.95	BRUSH PAIR (carbon blocks only)		1
	145-590	$20.95	BRUSH ASSEMBLY	RD from (c)138401 on all GT	1
8	145-640	$7.95	MOUNTING KIT	RD to (c)138400, '62 - '67	1
10	145-610	NA	PARKING SWITCH		1
11	145-620	NA	PARKING SWITCH, units w/part number prefixed "A/B"	RD from (c)138401 on	1
	145-630	$16.75	PARKING SWITCH, units w/part number prefixed "D"	all GT, 1968 on	1
13	145-645	$6.75	STRAP, mounting	RD from (c)138401 on/	1
14	145-660	$4.95	PAD	all GT	1
15	145-665	NA	PACKING	1968 on	1
20	161-310	$16.95	CABLE ASSEMBLY, crosshead & rack (must be cut to length)		1
21	163-720	$11.95	FERRULE, 1962 - '67	RD to (c)138400	1
	164-970	$3.75	FERRULE, 1968 on	RD from (c)138401 on, all GT	1
27	145-170	NA	WHEELBOX ASSEMBLY, includes #28, 29, 30	RD to (c)6916	2
	145-180	$29.95	WHEELBOX only	RD from (c)6917 to 138400	2
	145-270	$34.75	WHEELBOX only, 1968 on	RD from (c)138401 on	3
	145-160	$39.75	WHEELBOX only	all GT	2
28	311-065	$1.95	NUT	RD to (c)6916	2
	145-205	$2.35	NUT	all from (c)6917 on	2/3
29	145-260	$5.35	FINISHER, bright chrome	RD	2/3
	164-920	$6.95	FINISHER, bright chrome	GT	2
30	282-820	$1.25	PAD, finisher	RD	2/3
	145-225	$0.95	PAD, finisher	GT	2
31	164-950	$16.75	WIPER ARM, thru 1968	RD to (c)158230	2
	164-630	$26.95	WIPER ARM, early 1969	RD from (c)158231 to 164063	3
	164-640	$19.75	WIPER ARM, mid 1969-'72	RD from (c)164064 to 294250	3
	164-650	$26.95	WIPER ARM, 1973 on	RD from (c)294251 on	3
	560-380	$15.95	WIPER ARM, thru 1968	GT to (c)158230	2
	164-670	$23.75	WIPER ARM, 1969 - '72	GT from (c)158231 to 296000	2
	164-680	$36.95	WIPER ARM, 1973 on	GT from (c)296001 on	2
32	560-390	$6.75	WIPER BLADE, thru mid '69	RD to (c)164063	2/3
	165-015	$11.20	WIPER BLADE, mid '69-'72	RD from (c)164064 to 294250	3
	165-060	$13.95	WIPER BLADE	RD from (c)294251 on	3
	165-062	$16.75	WIPER BLADE, Bosch	1973 on	3
	165-020	$14.75	WIPER BLADE, thru 1968	GT to (c)158230	2
	165-050	$14.75	WIPER BLADE, 1969 - '72	GT from (c)158231 to 296000	2
	165-080	$12.95	WIPER BLADE, 1973 on	GT from (c)296001 on	2

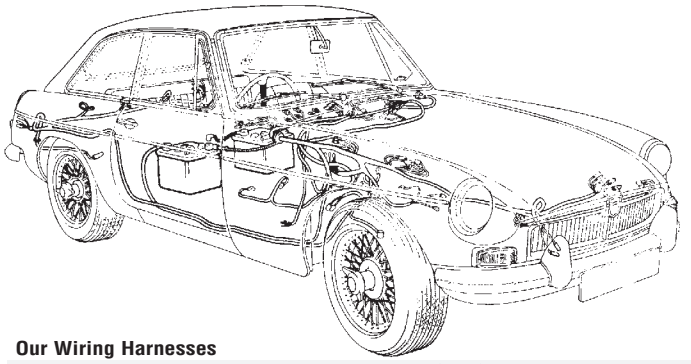
Wiper arms and blades changed a number of times during production and are sometimes, but not always, interchangeable. In addition, many MGBs have been fitted over the years with completely non-original arms and/or blades. Our listings represent original or exact reproductions of the originals. If our arms or blades do not fit your car correctly, chances are good that the mounting part is non-original and should also be replaced.



Washers

1	361-148	$19.95	CONTAINER ASSEMBLY	RD/GT as fitted, to approx. 1972	1
2	361-140	$9.95	CAP & FOOT VALVE		1
3	361-145	$3.75	FOOT VALVE		1
4	361-245	$12.75	BRACKET		1
5		NA	CONTAINER (Not available - use 361-120)	RD from 1972 to (c)307778 GT from 1972 to (c)307778	1
6	361-120	$19.95	CONTAINER	RD from (c)307779 to 360300 GT from (c)307779 to 361000	1
7	361-270	$17.95	BRACKET, container mounting	use with #5 & 6 above	1
8	361-190	$1.45	FILLER PLUG	used w/part #361-110, 361-120 & 361-130	1
9	361-195	$7.85	FILTER		1
10	361-138	$23.95	CONTAINER ASS'Y. (8,9,10a,11)	RD from (c)360301 on GT from (c)361001 on	1
10a	361-130	$21.95	CONTAINER		1
11	361-150	$3.75	CAP		1
12	361-160	$49.95	PUMP, 1962 - '67 (use with in-line valve no. 14 in outlet line)	RD to (c)138400 (manual pump) GT to (c)139471	1
13		NA	PUMP, 1968 - early '74 (Not available - use 361-180)	RD from (c)138401 to 329016 GT from (c)139472 to 329016	1
	361-180	$14.65	PUMP, early 1974 on	RD/GT from (c)329017 on	1
14	361-200	$3.95	VALVE, in-line		1
17	282-640	$1.90	GROMMET, washer tube		1
18	361-210	$0.95	TUBING, container to pump, 3/16" ID	sold by the foot	A/R
19	361-210	$0.95	TUBING, pump to connector, 3/16" ID		A/R
20	361-220	$0.90	TUBING, connector to jets,1/8" ID		A/R
21	565-040	$0.95	CONNECTOR, 3-way	RD to (c)138400, thru 1967	1
	361-235	$7.65	CONNECTOR, 3-way 1968 on	RD from (c)138401 on	1
25	361-240	$3.95	JET ASSEMBLY	RD to (c)447035	2
26	361-250	$4.95	JET ASSEMBLY	GT	1
27	361-260	$3.75	JET ASSEMBLY	RD from (c)447036 on	2

Wiring Harnesses



Our Wiring Harnesses

Moss wiring harnesses are produced in England directly from factory original drawings. All wiring included as integral parts of original harnesses are included. In some cases, this excludes wiring such as that for dash lights, dimmer switches, etc. All harnesses are color-coded as original, and include all original type connectors and end fittings. Early harnesses are bound with woven fabric braiding, while later harnesses are either blue or black tape-bound as original. These harnesses are for LHD U.S.-spec MGBs only.

New harnesses have non-original dash lamp sockets replacing sockets illus. no. 6, 7, and 9 on the facing page. These use wedge-base bulb 170-150.

Roadster Harnesses

356-370	$429.95	WIRING HARNESS, cloth	RD to (c)48765 (thru 1964)
356-390	$449.95	WIRING HARNESS, cloth	RD (c)48766 to 138400 (1965-'67)
357-288	$449.95	WIRING HARNESS, vinyl	RD from (c)138401 to 158209 1968
356-520	$349.95	MAIN HARNESS	
357-255	$102.95	SUB-HARNESS, rear	
357-298	NA	WIRING HARNESS, vinyl	RD from (c)158210 to 187210 1969
356-540	$389.95	MAIN HARNESS	
357-255	$102.95	SUB-HARNESS, rear	
357-308	$499.95	WIRING HARNESS, vinyl	RD from (c)187211 to 219000 1970
356-550	$429.95	MAIN HARNESS	
357-265	$102.95	SUB-HARNESS, rear	
357-318	$499.95	WIRING HARNESS, vinyl	RD from (c)219001 to 258000 1971
356-560	$399.95	MAIN HARNESS	
357-400	$102.95	SUB-HARNESS, rear	
357-328	$529.95	WIRING HARNESS, vinyl	RD from (c)258001 to 267579 early 1972
356-570	$429.95	MAIN HARNESS	
357-400	$102.95	SUB-HARNESS, rear	
357-338	$529.95	WIRING HARNESS, vinyl	RD from (c)267580 to 280480 mid 1972
356-580	$449.95	MAIN HARNESS	
357-410	$102.95	SUB-HARNESS, rear	
357-348	$519.95	WIRING HARNESS, vinyl	RD from (c)280481 to 294250 late 1972
356-590	$429.95	MAIN HARNESS	
357-410	$102.95	SUB-HARNESS, rear	
357-358	$519.95	WIRING HARNESS, vinyl	RD from (c)294251 to 328100 1973
356-600	$429.95	MAIN HARNESS	
357-410	$102.95	SUB-HARNESS, rear	
357-368	$529.95	WIRING HARNESS, vinyl	RD from (c)328101 to 360300 early 1974
356-610	$499.95	MAIN HARNESS	
357-420	$102.95	SUB-HARNESS, rear	
357-378	$549.95	WIRING HARNESS, vinyl	RD from (c)360301 to 368081 1974 1/2 - early 1975
356-620	$474.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-638	$620.95	WIRING HARNESS, vinyl	RD from (c)368082 to 372612 mid 1975
356-630	$459.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-648	$627.95	WIRING HARNESS, vinyl	RD from (c)372613 to 386600 late 1975 (except CA)
356-640	$459.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-658	$524.95	WIRING HARNESS, vinyl	RD from (c)372613 to 386600 late 1975 (California only)
356-650	$449.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-668	$769.95	WIRING HARNESS, vinyl	RD from (c)386601 to 410000 1976
356-660	$459.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-665	$209.95	SUB-HARNESS, dash	
356-678*	$769.95	WIRING HARNESS, vinyl	RD from (c)410001 to 471000 1977-78
356-670	$459.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-688*	$774.95	WIRING HARNESS, vinyl	RD from (c)471001 to 501003 1979
356-680	$459.95	MAIN HARNESS	
357-430	$114.95	SUB-HARNESS, rear	
356-698*	$831.95	WIRING HARNESS, vinyl	RD from (c)501004 to 511290 early 1980
356-680	$459.95	MAIN HARNESS	
356-695	$105.15	SUB-HARNESS, rear	
356-708*	$759.95	WIRING HARNESS, vinyl	RD from (c)511291 to 516373 mid 1980
356-700	$459.95	MAIN HARNESS	
356-695	$105.15	SUB-HARNESS, rear	
356-718*	$769.95	WIRING HARNESS, vinyl	RD from (c)516374-on late 1980
356-710	$459.95	MAIN HARNESS	
356-695	$105.15	SUB-HARNESS, rear	

***** These include dash sub-harness 356-365.

GT Harnesses

356-390	$449.95	WIRING HARNESS, cloth	GT to 139470 (thru 1967)

(This harness does not include the "pigtail" connecting wiper motor to harness. Re-use old one.)

356-528	$449.95	WIRING HARNESS, vinyl	GT from139471 to 158209 1968
356-520	$349.95	MAIN HARNESS	
356-535	$107.95	SUB-HARNESS, rear	
356-548	$479.95	WIRING HARNESS, vinyl	GT from (c)158210 to 187840 1969
356-540	$389.95	MAIN HARNESS	
356-535	$107.95	SUB-HARNESS, rear	
356-558	$519.95	WIRING HARNESS, vinyl	GT from (c)187841 to 219000 1970
356-550	$429.95	MAIN HARNESS	
356-555	$104.95	SUB-HARNESS, rear	
356-568	$499.95	WIRING HARNESS, vinyl	GT from (c)219001 to 258000 1971
356-560	$399.95	MAIN HARNESS	
356-565	$107.95	SUB-HARNESS, rear	
356-578	NA	WIRING HARNESS, vinyl	GT from (c)268001 to 268280 early 1972
356-570	$429.95	MAIN HARNESS	
356-565	$107.95	SUB-HARNESS, rear	
356-588	$519.95	WIRING HARNESS, vinyl	GT from (c)268281 to 280480 mid 1972
356-580	$449.95	MAIN HARNESS	
357-440	$114.95	SUB-HARNESS, rear	
356-598	$574.95	WIRING HARNESS, vinyl	GT from (c)280481 to 296000 late 1972
356-590	$429.95	MAIN HARNESS	
357-440	$114.95	SUB-HARNESS, rear	
356-608	$519.95	WIRING HARNESS, vinyl	GT from (c)296001 to 328800 1973
356-600	$429.95	MAIN HARNESS	
357-440	$114.95	SUB-HARNESS, rear	
356-618	$519.95	WIRING HARNESS, vinyl	GT from (c)328801 to 361000 early 1974
356-610	$499.95	MAIN HARNESS	
357-450	$104.95	SUB-HARNESS, rear	
356-628	$589.95	WIRING HARNESS, vinyl	GT from (c)361001-on 1974 1/2
356-620	$474.95	MAIN HARNESS	
357-460	$71.00	SUB-HARNESS, rear	

Sub-Harnesses

357-425	$219.95	DASH SUB-HARNESS (not incl. in harness ass'y.)	1973-'75
356-665	$209.95	DASH SUB-HARNESS (incl. in rdstr. harness ass'y.)	1976
356-365	$215.95	DASH SUB-HARNESS (incl. in rdstr. harness ass'y.)	1977-'80
356-672	$24.95	HEADLAMP SWITCH SUB-HARNESS	1977-'80
356-845	$17.25	DIP SWITCH SUB-HARNESS	1962-'67
357-445	$25.95	TAILGATE HARNESS (not incl. in harness ass'y.)	GT only

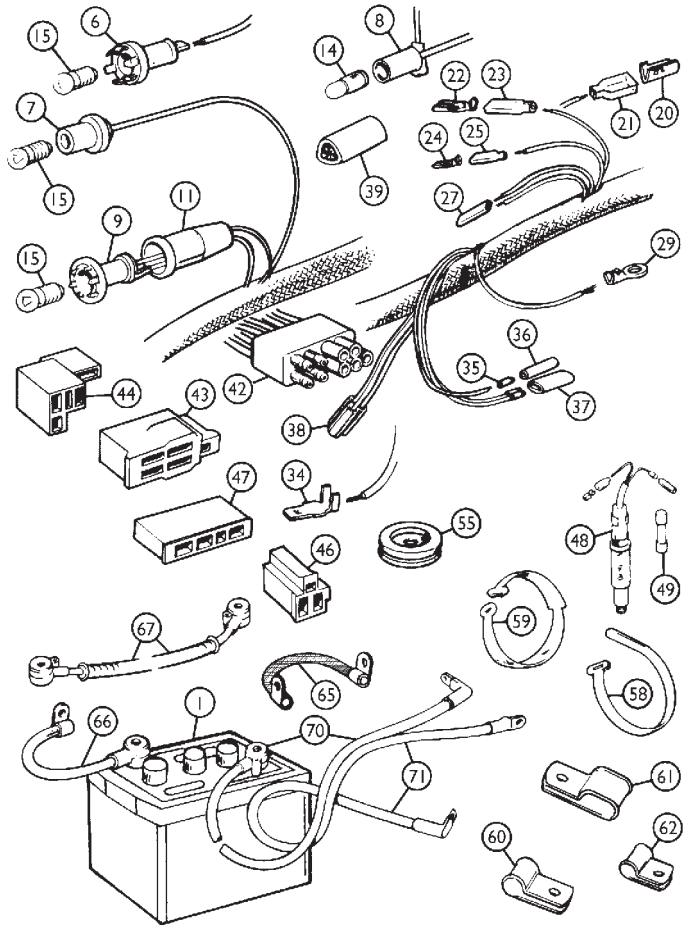
NOTE: Overdrive sub-harness is listed on page 86.

Blue Wire Harness Tape



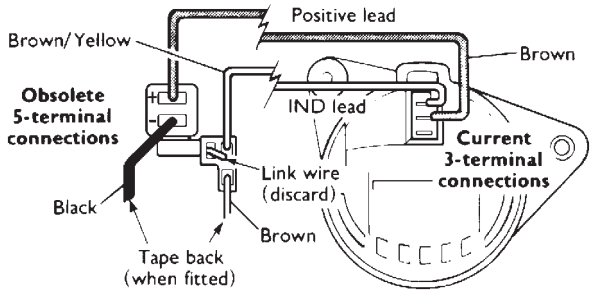
We have imported this English "just like original" blue wiring harness tape so you can restore the look of your serviceable but slightly ratty looking wiring. This tape, as original, is not self-adhesive. Examine your wiring harness carefully, and you will see how this tape is used. For most MGBs from approximately 1969 and many other British cars with blue vinyl taped harnesses. **162-030 $11.95**

moss
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TOLL-FREE ORDERS 1-800-667-7872



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	459-380	$265.95	BATTERY, 6-volt, classic style	1962-'67	2
	459-415	NA	BATTERY, 6-volt plastic case	1968-'74	2
	459-390	$179.95	BATTERY, 12-volt "Westco"	1975-'80	1
6	161-915	$7.95	BULB HOLDER, orig. type		A/R
7	158-330	NA	BULB HOLDER, orig type		A/R
	158-332	$12.75	BULB HOLDER, replacement, uses bulb 170-150		A/R
	170-150	$0.85	BULB, wedge base, for replacement bulb holder 158-332		A/R
8	158-340	NA	BULB HOLDER, orig. type, uses bulb 170-110		A/R
	158-345	$6.75	BULB HOLDER, replacement, uses bulb 170-690		A/R
	170-690	$0.85	BULB, wedge base for replacement bulb holder 158-345		A/R
9	158-320	$6.75	BULB HOLDER, orig. type		A/R
11	158-360	NA	SLEEVE, bulb holder		A/R
14	170-110	$0.75	BULB, "eared" base		A/R
15	171-000	$0.95	BULB, screw base		A/R
	170-150	$0.85	BULB, wedge base (for new replacement harnesses)		A/R
20	161-510	$0.55	SOCKET, Lucar, 6 amp. (3/16")		A/R
21	161-515	$0.40	SLEEVE, Lucar		A/R
22	161-580	$0.70	SOCKET, 35 amp. (3/8")		A/R
23	161-540	$0.45	INSULATOR		A/R
24	161-520	$0.65	SOCKET, 17.5 amp. (1/4")		A/R
25	161-550	$0.55	INSULATOR, single wire		A/R
27	161-570	$0.60	INSULATOR, double wire		A/R
29	161-740	$0.95	EYELET, 3/16"		A/R
	161-750	NA	EYELET, 1/4"		A/R
	161-760	$0.50	EYELET, 5/16"		A/R
34	162-205	$0.40	BLADE, 1/4"		A/R
35	162-200	$0.40	WIRE NIPPLE		A/R
36	162-000	$0.70	CONNECTOR, single		A/R
37	161-600	$0.70	CONNECTOR, double		A/R
38	161-720	$9.95	CONNECTOR, triple, 3 separate sleeves (suggest 3 x #36)		A/R
39	161-730	$4.90	CONNECTOR, 6-way, 3 common sleeves		A/R
42	161-770	NA	CONNECTOR		A/R
43	161-780	$5.45	CONNECTOR		A/R
44	161-790	NA	CONNECTOR		A/R
46	161-820	NA	CONNECTOR		A/R
47	161-830	NA	CONNECTOR		A/R
48	146-750	$2.75	FUSE HOLDER, in-line		A/R
49	146-730	$0.75	FUSE, 10 amp.		A/R
	146-720	$0.75	FUSE, 15 amp.		A/R
	146-710	$0.80	FUSE, 25 amp.		A/R
	146-700	$0.65	FUSE, 35 amp.		A/R
55	682-205	$3.95	GROMMET, main harness/firewall		1
	282-640	$1.90	GROMMET, fuel sending unit leads		1
	282-385	$1.25	GROMMET, trunk floor & license light leads		3
58	161-800	$3.45	CLIP		A/R
59	161-850	$1.95	STRAP, rubber		A/R
60	161-860	NA	CLIP, main harness to fire wall		A/R
61	161-870	$2.90	CLIP, starter & battery cables		1
62	470-830	$0.95	CLIP, 1/4" cable diameter, 7/32" hole		A/R
	162-210	$1.25	CLIP, 1/4" cable diameter, 9/32" hole		A/R
	162-220	$0.95	CLIP, 1/4" cable diameter, 11/32" hole		A/R
	181-550	$1.25	CLIP, 5/16" cable diameter, 7/32" hole		A/R
	162-230	$1.25	CLIP, 5/16" cable diameter, 9/32" hole		A/R
	162-240	$0.95	CLIP, 5/16" cable diameter, 11/32" hole		A/R
	162-250	$0.95	CLIP, 3/8" cable diameter, 7/32" hole		A/R
	162-270	$1.50	CLIP, 7/16" cable diameter, 9/32" hole		A/R
	162-280	$0.95	CLIP, 1/2" cable diameter, 7/32" hole		A/R
	162-290	$1.25	CLIP, 1/2" cable diameter, 9/16" hole		A/R
	162-310	$1.25	CLIP, 5/8" cable diameter, 9/32" hole		A/R
	162-320	NA	CLIP, 3/4" cable diameter, 7/32" hole		A/R
	162-330	$1.25	CLIP, 3/4" cable diameter, 9/32" hole		A/R
	162-350	$1.25	CLIP, 7/8" cable diameter, 9/32" hole		A/R
65	332-070	$11.95	CABLE, engine to ground		1
66	736-080	NA	CABLE, positive to ground ("helmet head")	1962 - '67	1
	736-085	$31.95	CABLE, positive to ground replacement clamp type	1962 - '67	1
		NA	CABLE, negative to ground ("helmet head" cable - not available. Use 332-125)	1968-'74	1
	332-125	$16.95	CABLE, negative to ground	1975-'80	1
67	332-130	NA	CABLE, battery to battery	1962-'74	1
70	332-025	NA	CABLE, negative to solenoid ("helmet head")	1962 - '67	1
	332-080	$44.95	CABLE, negative to solenoid, repl.	1962 - '67	1
	332-075	NA	CABLE, pos. to starter ("helmet head")	1968-'74	1
	332-085	$43.95	CABLE, pos. to starter (clamp type)	1975-'80	1
71	332-140	$18.90	CABLE, solenoid to starter	1962-'67	1

When fitting new grommets for wiring, spray them with a silicone spray or Armorall®. This not only preserves them and makes them look better, but also eases installation.



Alternator Terminal Conversion

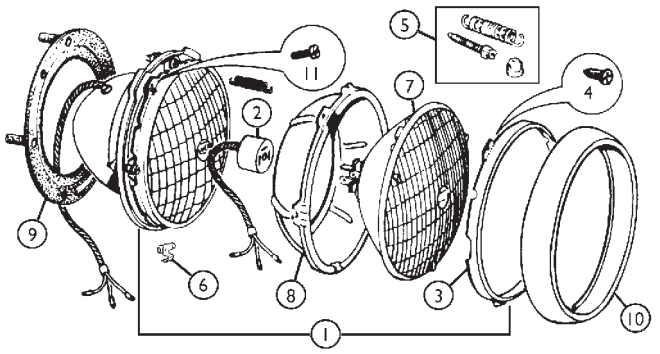
1968-'71 MGBs are wired for 5 alternator terminals. As the 5-terminal alternators are obsolete, 3-terminal alternators may be supplied. These wiring instructions provided by Lucas outline the conversion procedure. To wire a 3-terminal Lucas alternator in place of the now obsolete 5-terminal alternator, use plug kit #540-280 and proceed as follows:

- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illus. above).
- Remove wiring harness tape, approximately 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Separately tape them back onto harness; the small brown and black wires are not used, as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown positive lead to either of the two large terminals on the alternator.
- Reconnect the battery.

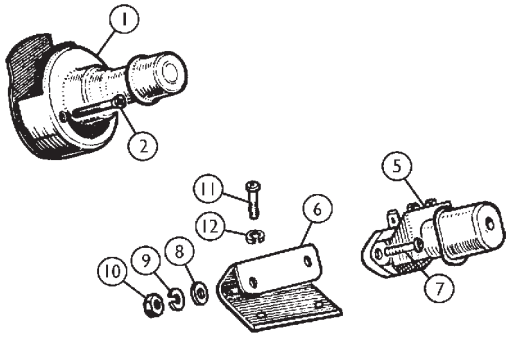
540-280 $7.95 PLUG KIT, terminal conversion



Lamps



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	144-810	$69.95	HEADLAMP ASSEMBLY		2
	169-130	NA	BUCKET ASSEMBLY		2
	144-807	$24.75	BUCKET, bare		2
2	171-400	$9.95	PLUG, w/grommet, pigtail		2
3	156-700	$7.95	RIM, inner		2
4	158-045	$0.40	SCREW		6
5	552-115	$7.75	ADJUSTER SET		2
6	560-325	$2.40	CLIP, rim securing		2
7	171-100	$8.75	LIGHT UNIT, sealed beam		2
	171-105	$15.95	LIGHT UNIT, sealed beam, halogen (not in ass'y.)		2
8	560-215	$14.75	INNER RIM		2
9	164-060	$5.35	SEAL, lamp seating		2
10	164-011	$39.95	RIM, outer, repro., chromed brass	to (c)505065	2
	164-010	$21.95	RIM, outer, repl., chromed steel	(1962-'79)	2
	164-015	$59.95	RIM, outer, with notch	from (c)505066 (1980)	2
11	373-960	$0.40	SCREW, to body		8



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	542-120	$29.95	SWITCH, headlamp dimmer	RD/GT to (c)90363	1
2		NA	SCREW		2
5	542-130	$19.95	SWITCH, headlamp dimmer	RD/GT from (c)90364 on	1
6		NA	BRACKET		1
7	373-960	$0.40	SCREW		2
8	315-085	$0.35	WASHER		2
9	324-010	$0.25	LOCKWASHER		2
10	115-467	$1.95	NUT		2
11	314-135	$0.75	SCREW		2
12	324-010	$0.25	LOCKWASHER		2



Lucas 7" Halogen Headlamp

Made by Lucas, these high-quality headlamps come with replaceable H4 bulbs. Fits all regular 7" headlamp applications. Sold individually.

Lucas Headlamp, each	**162-726**	**$42.95**
Replacement H4 Bulb	**902-998**	**$7.95**



Crystal Clear Headlamp

For a modern look, we offer Crystal Clear headlights with halogen H4 bulbs. These are DOT and SAE approved and deliver a strong focused light. The housing is corrosion resistant coated die cast aluminum and the lens is vented to prevent fogging. Sold individually.

Crystal Clear Headlamp, each	**156-875**	**$42.95**
Replacement H4 Bulb	**902-998**	**$7.95**



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	$149.95
Replacement Bulb	170-650	$5.95
Bulb, quartz halogen	170-675	$8.45

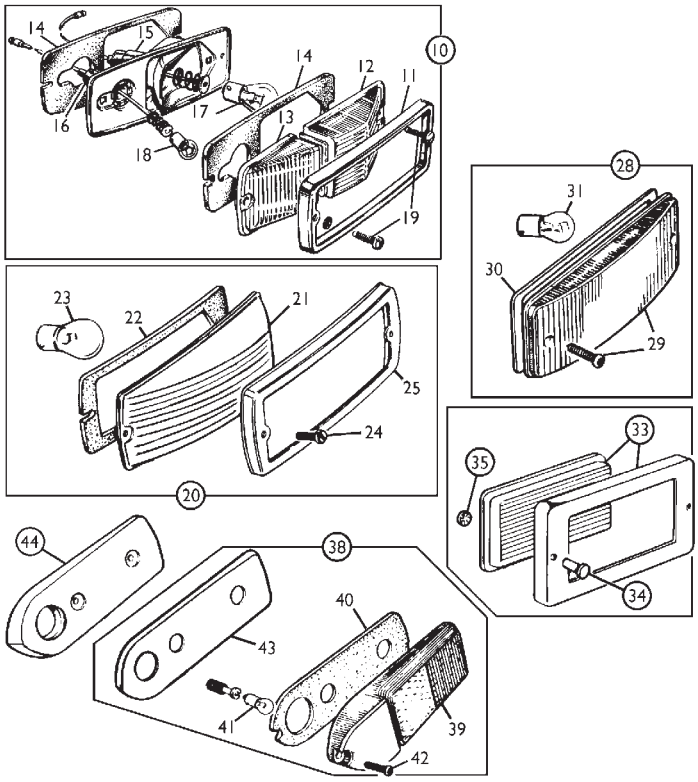


Headlight Relay Kit

Your headlamps will be noticeably brighter, and the useful life of your headlamp switch will be considerably extended with this easy to install kit. Relays are strongly recommended for use with halogen headlamps.

117-515 $42.95

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Side/Flasher Lamps					
10	143-955	$39.95	SIDE/FLASHER LAMP, w/base, clear/clear (replacement - new holes must be drilled for mounting studs)	1962-'67	2
	143-960	$38.95	SIDE/FLASHER LAMP, w/base, clear/amber	1968 - '69	2
11	164-780	$10.75	RIM	1962 - '69	2
12	164-770	$5.75	LENS, flasher, amber, alternative to 164-775	1962 - '69	2
	164-775	$5.75	LENS, flasher, clear, alternative to 164-770	RD to (c)187213 GT to (c)187841 1962-'69	2
13	164-810	$4.95	LENS, side lamp, clear, alternative to 164-795	RD to (c)187213 GT to (c)187841 1962-'69	2
	164-795	$4.95	LENS, side lamp, amber alternative to 164-810	RD to (c)187213 GT to (c)187841 1962-'69	2
14	164-750	$1.45	SEAL, lamp & lens seating	RD to (c)187213 GT to (c)187841 1962-'69	4
15	158-150	$1.45	GROMMET, flasher lamp cable	RD to (c)187213 GT to (c)187841 1962-'69	2
16	158-600	$1.15	GROMMET, side lamp cable	RD to (c)187213 GT to (c)187841 1962-'69	2
17	170-800	$0.85	BULB, original type, flasher	RD to (c)187213 GT to (c)187841 1962-'69	2
	170-945**	$27.95	BULB, LED, flasher, white**	RD to (c)187213 GT to (c)187841 1962-'69	2
	170-950**	$27.95	BULB, LED, flasher, amber**	RD to (c)187213 GT to (c)187841 1962-'69	2
18	170-250	$0.60	BULB, side lamp	RD to (c)187213 GT to (c)187841 1962-'69	2
	170-905**	$23.95	BULB, LED, side lamp, white**	RD to (c)187213 GT to (c)187841 1962-'69	2
	170-910**	$23.95	BULB, LED, side lamp, amber**	RD to (c)187213 GT to (c)187841 1962-'69	2
19	158-210	$1.45	SCREW, lamp to body	RD to (c)187213 GT to (c)187841 1962-'69	4
20	143-970	$39.95	SIDE/FLASHER LAMP, w/base (2-bulb replacement, same wiring)	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	2
21	164-805*	$9.75	LENS, side/flasher lamp	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	2
22	164-110	$3.65	SEAL, lamp & lens seating	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	4
23	170-700	$0.80	BULB, side/flasher lamp (for original 1-bulb lamps)	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	2
	170-935**	$27.95	BULB, LED, side/flasher, amber	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	2
24	158-210	$1.45	SCREW, lamp to body	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	4
25	164-780	$10.75	RIM	RD, (c)187214 to 360300 GT, (c)187842 to 361000 1970 - '74 1/2	2

*One-piece lens not available. 2-piece assembly (#12 & 13) supplied in amber.

28	143-980	$42.95	SIDE/FLASHER LAMP, w/base	RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
29	164-815	$10.95	LENS, amber, with screws & seal	RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
	323-035	$0.85	SCREW, lens to base	RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
30	164-120	$1.90	SEAL, lamp & lens seating	RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
31	170-700	$0.80	BULB, side/flasher lamp	RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
	170-935**	$27.95	BULB, LED, side/flasher, amber	RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
33	570-180	$18.75	SIDE REFLECTOR, front	RD from (c)158231 to 187210 GT from (c)158231 to 187840 1969	2
	144-720	$14.75	SIDE REFLECTOR, rear	RD from (c)158231 to 187210 GT from (c)158231 to 187840 1969	2
34	158-230	NA	RIVET, reflector to body	RD from (c)158231 to 187210 GT from (c)158231 to 187840 1969	8
35	158-235	NA	PUSH-ON FIX, rivet	RD from (c)158231 to 187210 GT from (c)158231 to 187840 1969	8
38	164-845	$66.95	SIDE LAMP, L/H front	RD from (c)187211 on GT from (c)187841 on 1970 on	1
39	164-885	$24.95	LENS ASS'Y., L/H, amber	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-855	$79.95	SIDE LAMP, R/H, front	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-890	$24.95	LENS ASS'Y., R/H, amber	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-865	$66.95	SIDE LAMP, L/H, rear	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-895	$22.95	LENS ASS'Y., L/H, red	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-875	$79.95	SIDE LAMP, R/H, rear	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-905	$22.95	LENS ASS'Y., R/H, red	RD from (c)187211 on GT from (c)187841 on 1970 on	1
40	164-910	$1.35	GASKET, lens seating	RD from (c)187211 on GT from (c)187841 on 1970 on	4
41	170-250	$0.60	BULB, OE type, 6W 1970-'76	RD from (c)187211 on GT from (c)187841 on 1970 on	4
	170-100	$0.90	BULB, OE type, 4W 1977-'80	RD from (c)187211 on GT from (c)187841 on 1970 on	4
	170-910**	$23.95	BULB, LED, front, amber**	RD from (c)187211 on GT from (c)187841 on 1970 on	2
	170-915**	$23.95	BULB, LED, rear, red**	RD from (c)187211 on GT from (c)187841 on 1970 on	2
42		NA	SCREW, lens to base	RD from (c)187211 on GT from (c)187841 on 1970 on	4
43	164-825	NA	LAMP BASE, chrome	RD from (c)187211 on GT from (c)187841 on 1970 on	4
44	164-925	$4.15	PLINTH, side lamp, L/F, black	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-935	$4.15	PLINTH, side lamp, R/F, black	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-945	$4.95	PLINTH, side lamp, L/R, black	RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-955	$4.95	PLINTH, side lamp, R/R, black	RD from (c)187211 on GT from (c)187841 on 1970 on	1

** Note: **LED bulbs** work with 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. Flasher part numbers are 141-667 for 2-Prong, or 141-668 for 3-Prong.

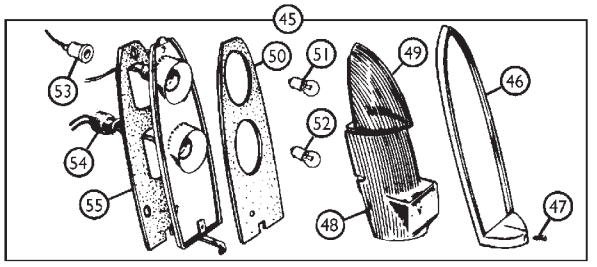


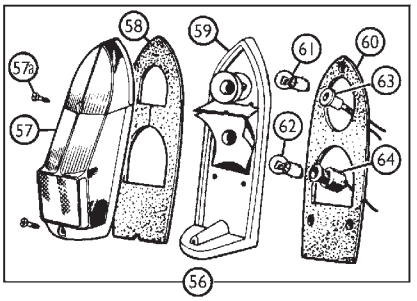
3rd Brake Light

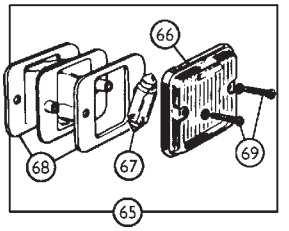
Center mounted 3rd brake lights reduce accidents, so much so they have been required on all passenger autos built since 1984. Our old cars, with two dim low mounted brake lights, arenít exactly easy to see. With a little creative wiring, you can mount one of our brilliant accessory 3rd brake light kits, and improve the safety of your British classic. The base can be removed for flush mounting..

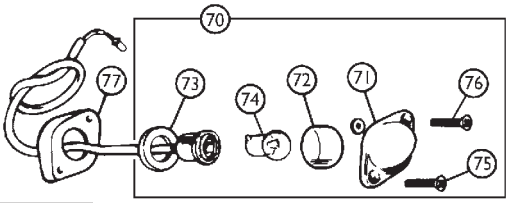
Chrome Brake Light Kit **116-115** **$79.95**

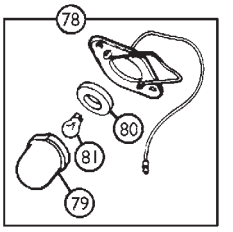
Lamps

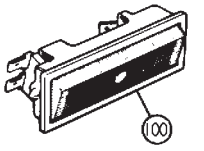


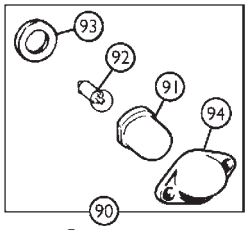


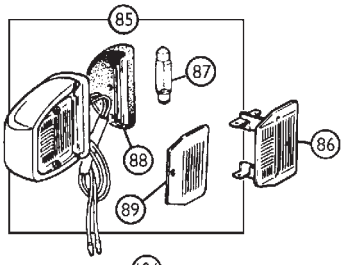


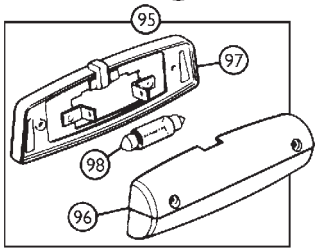


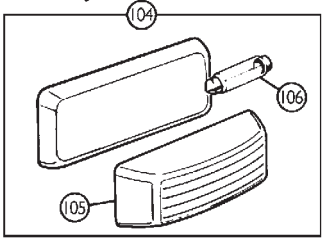


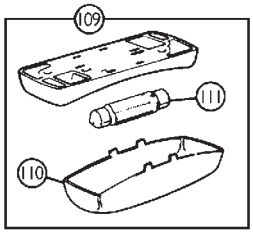








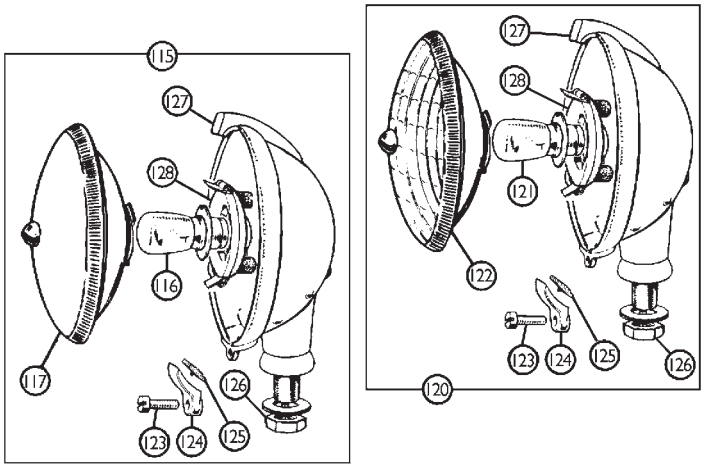




No.	Part No.	Price (each)	Description	Application	Qty. Req.
Tail/Back-up Lamps					
45	144-390	$82.95	TAIL LAMP ASSEMBLY, w/base		2
46	164-790	$15.95	RIM		2
47	323-090	$1.20	SCREW		2
48	164-820	$13.95	LENS, stop/tail, orig. Lucas, red, bot.		2
	164-720	NA	LENS, stop/tail, quality repro., red		2
49	164-830	$10.95	LENS, flasher, original Lucas, red, top		2
	164-730	NA	LENS, flasher, good quality repro., red		2
	164-725	$9.45	LENS, flasher, amber, Euro-spec	RD to (c)187210	2
50	164-840	$2.40	PAD, lens seating	GT to (c)187840	2
51	170-800	$0.85	BULB, original type, flasher	1962 - '69	2
	170-955**	$27.95	BULB, LED, flasher, red**		2
	170-950**	$27.95	BULB, LED, flasher, amber**		2
52	170-700	$0.80	BULB, original type, stop/tail		2
	170-940**	$27.95	BULB, LED, stop/tail, red**		2
53	158-150	$1.45	GROMMET, flasher cable		2
54	158-160	NA	GROMMET, stop/tail cable		2
55	164-870	$1.40	PAD, lamp seating		2
56	144-395	$94.95	TAIL LAMP ASS'Y, w/base (repro.)		2
57	164-835	$26.95	LENS, Lucas (not in ass'y.)		2
	164-735	$18.95	LENS, replacement (in ass'y.)		2
57a	323-035	$0.85	SCREW, lens to base		4
58	164-883	$2.40	GASKET, lens to base		2
59	164-785	NA	LAMP BASE, chrome	RD from (c)187211 on	2
60	164-880	$2.65	GASKET, lamp seating	GT from (c)187841 on	2
61	170-700	$0.80	BULB, original type, stop/tail	1970 on	2
	170-940**	$27.95	BULB, LED, stop/tail, red**		2
62	170-800	$0.85	BULB, original type, flasher		2
	170-950**	$27.95	BULB, LED, flasher, amber**		2
63	158-160	NA	GROMMET, stop/tail cable		2
64	158-150	$1.45	GROMMET, flasher cable		2
65	144-590	$16.95	BACK UP LAMP		2
66	164-860	$6.95	LENS	RD from (b)100016 on	2
67	170-140	$0.55	BULB	GT from (b)16928 on	2
68	159-110	$1.70	PAD, lamp & lens seating	mid 1967 on	4
69	314-255	$0.45	MACHINE SCREW	1967-approx. '72	4
	314-115	$0.75	SELF-TAPPING SCREW	approx. 1973-'80	4
License/Interior Lamps					
70	144-210	$36.95	LICENSE LAMP ASSEMBLY		2
71	158-510	$13.95	COVER		2
72	158-500	$5.75	LENS		2
73	158-520	$2.25	SEAL, lens seating		2
74	170-300	$0.80	BULB	RD/GT to 187210, 1962 - '69	2
75	159-330	$0.95	SCREW, long	RD/GT from (c)219001	1
76	159-335	$0.95	SCREW, short	to 339470, 1971 - '74	1
	159-340	$0.60	NUT, lamp securing		2
77	159-310	$14.95	BASE, R/H		2
	159-320	$14.95	BASE, L/H		4
78	144-215	NA	LICENSE LAMP ASSEMBLY		2
79	158-515	$14.95	COVER, glass	RD/GT from (c)187211	2
80	158-525	NA	SEAL, cover seating	to 219000, split bumper	2
81	170-030	$0.85	BULB		2
85	144-220	$22.95	LICENSE LAMP ASS'Y., chrome		2
86	158-915	$5.85	LENS	RD/GT from (c)339095	2
87	170-010	$0.60	BULB	to 409140	2
88	144-225	$2.95	GROMMET, base	alternative to 144-230	2
	144-230	$22.75	LICENSE LAMP ASS'Y, black		2
89	158-910	$3.85	LENS	RD/GT from (c)409140 on	2
	170-010	$0.60	BULB	alternative to 144-220	2
90	144-100	$39.95	MAP LIGHT		1
91	158-500	$5.75	GLASS, map light		1
92	171-000	$0.95	BULB - not incl. in assembly	RD/GT to (c)258000	1
93	158-520	$2.25	SEAL, lens seating	1962 - '71	1
94	158-510	$13.95	CHROME COVER		1
95	158-920	$21.45	COURTESY LAMP		1
96	158-925	$9.75	LENS, & BEZEL	RD/GT from (c)258001	1
97	158-930	NA	PLATE & SWITCH	to 410000, 1972 - '76	1
98	170-010	$0.60	BULB		1
100	164-965	$23.95	COURTESY LAMP, rocking	RD/GT from (c)410001 on	1
	170-025	$1.95	BULB	1977 on	1
104	164-975	$12.50	DOME LIGHT ASSEMBLY	GT from (c)139472 on	1
105	164-985	NA	LENS	1968 on	1
106	170-010	$0.60	BULB		1
109	158-940	$19.95	TRUNK LAMP, interior	RD from (c)219000 on	1
110	158-945	NA	LENS	1971 on	1
111	170-010	$0.60	BULB		1

** Note: LED bulbs work with 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. Flasher part numbers are 141-667 for 2-Prong, or 141-668 for 3-Prong.

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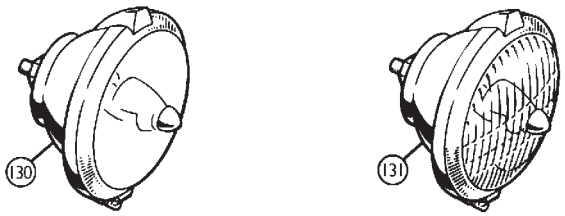


Stem-Mount Fog/Driving Lamps

115	162-700	$109.95	DRIVING LAMP ASSEMBLY, clear lens, accessory	1
116	170-500	$5.95	BULB	1
117	157-200	$56.95	LENS ASSEMBLY, clear, non-fluted, driving	1
120	162-800	$109.95	FOG LAMP ASSEMBLY, clear, fluted lens, accessory	1
121	170-510	$3.90	BULB	1
122	157-100	$56.95	LENS ASSEMBLY, clear fluted, fog	1
123	158-000	$2.45	SCREW	1
124	157-137	$2.65	RETAINER	1
125	157-127	$1.95	PAD, rubber	1
126	146-300	$4.35	NUT, lamp mounting	1
127	157-117	$6.95	CREST, "Lucas"	1
128	157-087	$6.75	CONTACT PLATE	1

Fog & Driving Lamps

Our reproduction fog and spot lamps are equal in quality and detail to the Lucas originals which have not been produced in many years. The backmount style was most often used on MGB works, race and rally cars, but both types of mount have been popular since the early 1950s.



Backmount Fog/Driving Lamps

130	162-760	$119.95	DRIVING LAMP ASSEMBLY	1
	170-500	$5.95	BULB	1
	157-200	$56.95	LENS ASSEMBLY, clear, non-fluted, driving	1
131	162-770	$119.95	FOG LAMP ASSEMBLY	1
	170-510	$3.90	BULB	1
	157-100	$56.95	LENS ASSEMBLY, clear fluted, fog	1



Rear Fog and Reverse Lamps

These matched lamps have polished stainless steel cases, glass lenses, and 20W H3 type halogen light bulbs. 41/2" wide, 21/4" high. 5/16" 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**	**$47.95**
Rear Fog Lamp, Red	**162-843**	**$47.95**



Hella 500 Lights Kit

Nothing makes night-time driving safer than more, and brighter, lighting. Now we have 2 kits with everything you need to easily install these 61/2" lights. Kits include: 2 halogen lamps, two H3 12V/55W bulbs, 2 protective stone shields, plug n play harness, 1 illuminated switch, 1 12V relay, and instructions. Lamp dimensions: 6.8" H x 6.4" W x 2.6" D.

Driving Lights (shown)	**162-780**	**$109.95**
Fog Lights	**162-785**	**$119.95**



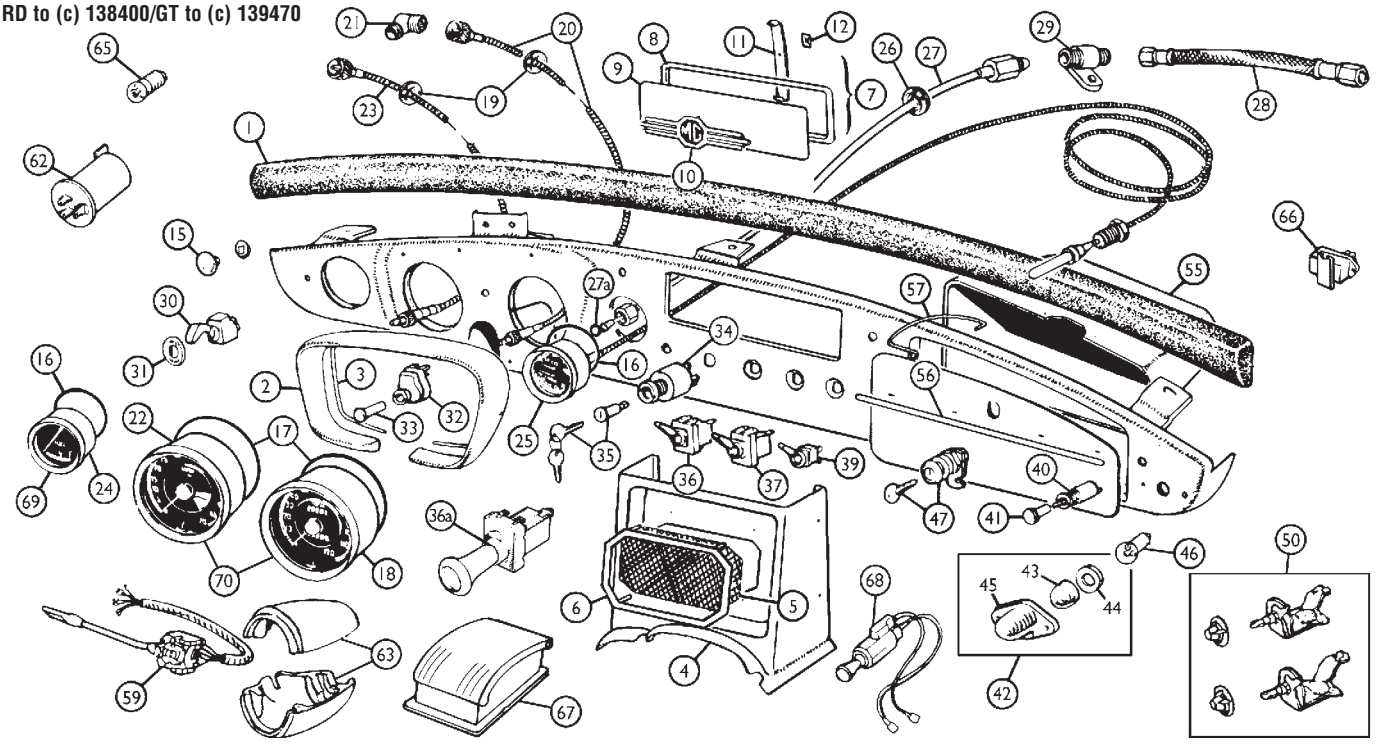
Driving Light Clamp

These clamps can be used to mount or 500 and 700 series fog or driving lamps to 3/4" badge bars. Plus they can be used for mounting antennas or other accessories.

Chrome Light Clamp	**408-579**	**$19.95**

Dashboard 1962-'67

RD to (c) 138400/GT to (c) 139470



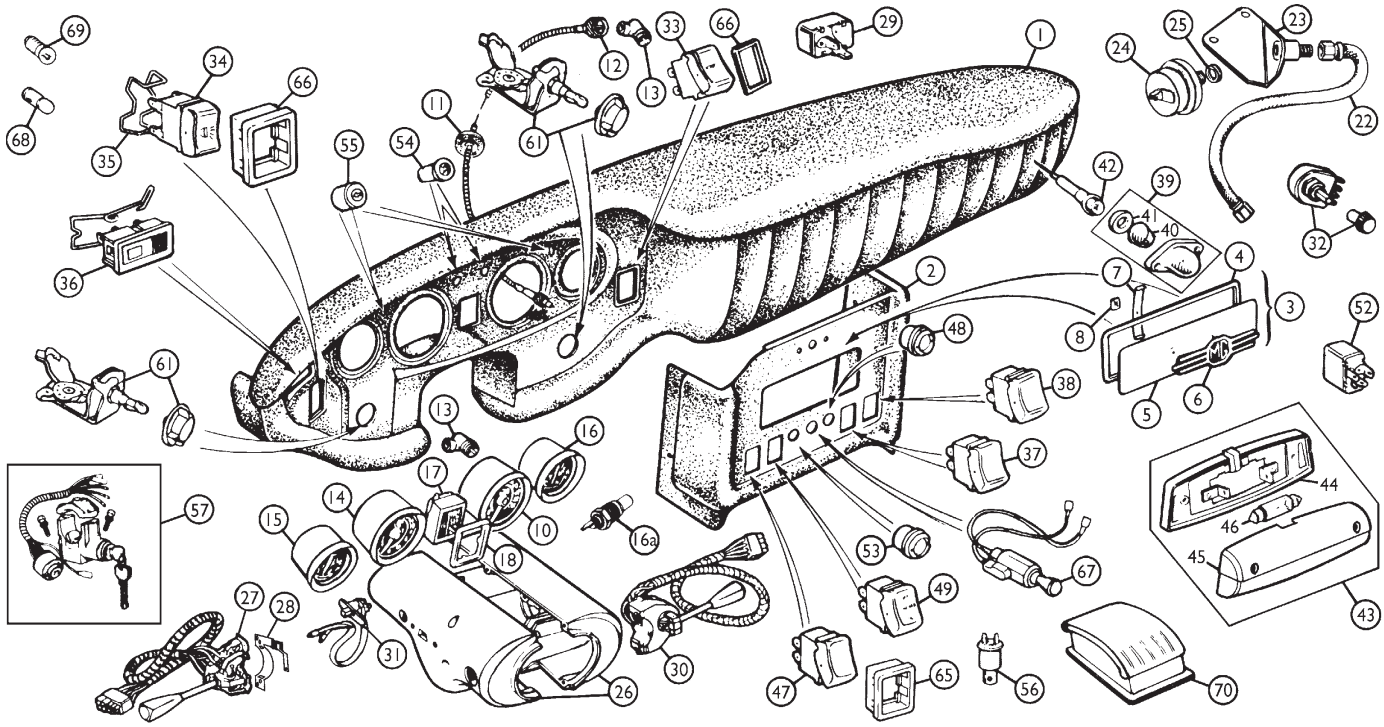
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-570	$134.95	DASH ROLL, black		1
Dash roll pads are fully finished and ready to install. John Thornley said customers could have these in any color they wanted...so long as it was black. We are pleased to offer the same color selection.					
2	233-790	$31.95	COWL, instrument		1
3	233-800	NA	FINISHER, cover	very early cars, as fitted	1
4	233-810	$169.95	CONSOLE, speaker		1
Our 1963-'67 speaker console is an excellent quality, fully injection-moulded plastic reproduction. The price on this partially reflects some very expensive tooling costs. It should not be confused with lesser quality fiberglass replicas.					
5	233-820	$18.95	SCREEN, speaker		1
6	233-830	$59.95	BEZEL, speaker screen		1
7	472-078	$28.95	RADIO BLANKING PLATE SET		1
8	472-040	$7.75	BEZEL, blanking plate		1
9	472-030	$6.75	PLATE, blanking		1
10	472-050	$12.75	BADGE, on plate		1
11	472-060	$1.35	CLIP, plate retaining		2
12	326-520	$0.30	SPEED NUT		2
15	233-840	NA	PLUG, blanking		1
16	280-870	$0.95	MOUNTING RING, small gauges		2
17	280-890	$1.45	MOUNTING RING, tach. & speedo		2
18	360-570	NA	SPEEDOMETER, non-overdrive		1
	360-580	NA	SPEEDOMETER, overdrive		1
19	281-900	$1.35	GROMMET, speedometer & mech. tach. cable		2
20	331-300	$14.50	CABLE, speedometer, non-overdrive		1
	331-190	$16.75	CABLE, speedometer, overdrive		1
21	021-511	$39.95	ANGLE DRIVE, speedo. cable, mounts on transmission		1
22	360-590	NA	TACHOMETER, mechanical		1
	360-600	NA	TACHOMETER, electronic, pos. ground		1
	361-340	NA	TACHOMETER, electronic, neg. ground, to fit this dash		1
23	331-200	$21.95	CABLE, mechanical tachometer drive		1
24	360-610	NA	GAUGE, fuel	gauges marked FG2530-63 RD to (c)48765	1
	360-620	NA	GAUGE, fuel	gauges marked BF2300-02 RD from (c)48766, all GT	1
25	361-761	$149.95	GAUGE, oil pressure & water temp. (replacement)		1
26	282-385	$1.25	GROMMET, oil gauge pipe		1
27	435-475	$21.95	OIL PIPE, gauge to flex line		1
27a	435-515	$0.45	LEATHER WASHER, gauge to pipe		1
28	376-180	$14.95	OIL FLEX LINE		1
29	435-530	$10.75	CONNECTOR		1
30	141-210	$8.95	SWITCH, overdrive	RD to (c)61015	1
	141-760	$29.45	SWITCH, overdrive	RD/GT from (c)61016	1
31	233-850	$4.95	ESCUTCHEON, overdrive switch		1
32	146-000	$59.95	SWITCH, panel light		1
33	150-820	$5.75	KNOB, panel light switch		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
34	542-077	$13.75	SWITCH, ignition (replacement)		1
35	163-500	$10.95	BARREL, w/two keys		1
36	141-230	$26.95	SWITCH, lighting toggle type	RD/GT to (c)90001	1
36a	542-050	$26.95	SWITCH, lighting pull type	RD/GT from (c)90002	1
	560-010	$6.95	KNOB, pull type light switch		1
37	141-530	$24.90	SWITCH, wiper	roadster	1
	141-610	$39.95	SWITCH, wiper	GT	1
39	141-210	$8.95	SWITCH, heater fan		1
40	162-100	$18.95	SWITCH, map light, with plain knob		1
41	150-800	$5.75	KNOB, map light switch		1
42	144-100	$39.95	MAP LIGHT (does not incl. bulb socket - wired into harness)		1
43	158-500	$5.75	GLASS, map light		1
44	158-520	$2.25	GASKET		1
45	158-510	$13.95	COVER		1
46	171-000	$0.95	BULB, map light		1
47	163-520	$14.95	LOCK & KEY, glove box		1
50			CONTROLS, heater & defroster, see page 97.		1
55	233-900	$37.95	GLOVE BOX, fiberboard		1
	233-902	$27.95	GLOVE BOX, moulded ABS plastic - perfect fit		1
	323-430	$0.40	SCREW for glove box		6
56	233-910	NA	FINISHER STRIP, glove box lid		1
57	233-907	NA	RESTRAINT, glove box lid		1
59	141-770	$56.95	SWITCH ASSEMBLY, turn signal		1
62	141-750	$12.75	FLASHER UNIT		1
63	233-205	$25.95	COWL, steering column	LHD	1
65	171-000	$0.95	BULB, screw base		A/R
66	131-556	$16.95	VOLTAGE STABILIZER (solid state replacement, pos. ground)		1
67	241-000	$42.95	ASHTRAY	optional	1
	323-360	$0.95	SCREW, ashtray mounting		4
68	142-270	$9.75	LIGHTER	optional	1
69	360-075	$14.95	BEZEL, chrome	2" gauges	2
70	360-085	$25.95	BEZEL, chrome	speedo & tach	2

1963-'67 dashboards were always painted in wrinkle finish black. We offer premium quality wrinkle finish paint in convenient-to-use ozone-friendly aerosol cans,#220-570. The dash should be completely removed, which is actually fairly easy, since all switches can be dropped out the back and wiring doesn't have to be disconnected. Original paint should be completely stripped, and new paint should be applied in full sunlight on a warm day for best "wrinkle" effect.

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RD from (c) 138401 to 258000/GT from (c) 139471 to 258000



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-721	$329.95	DASH PANEL COVER		1

At last you can replace the cracked and peeling dash pad on your 1968 - '71 MGB with this beautiful and accurate reproduction cover which installs over the original steel backing. Detailed authentically (even the pebble-grain is exact!) with moulded foam backing for exact fit and smooth installation.

	453-890	$59.95	DASH TOP REPAIR PANEL		1
2	453-706†	NA	CONSOLE ASS'Y with metal bracket & cover†	1968 - '71	1
	453-707††	$109.95	COVER, radio console††		1

† Console assembly has rectangular cut-out for 1971 courtesy lamp #43. To use this ass'y. on 1968-'70 cars use this lamp or make a bracket to mount original map light #39.

†† Our radio console covers are vacuum-formed and foam-filled to ensure easy installation over an original stripped sheet metal base. Since all openings are easily cut with a razor blade after installation, a custom fit can be achieved for non-original radios.

3	472-078	$28.95	RADIO BLANKING PLATE SET		1
4	472-040	$7.75	BEZEL, blanking plate		1
5	472-030	$6.75	PLATE, blanking		1
6	472-050	$12.75	BADGE, on plate		1
7	472-060	$1.35	CLIP, plate retaining		2
8	326-520	$0.30	SPEED NUT		2
10	360-830	$379.95	SPEEDOMETER, non-overdrive		1
	360-835	NA	SPEEDOMETER, overdrive		1
11	281-900	$1.35	GROMMET, speedometer cable		1
12	021-381	$14.95	CABLE, speedometer, non-overdrive		1
	331-430	$16.75	CABLE, speedometer, overdrive		1
13	433-745	$39.95	ANGLE DRIVE, speedo. cable, mounts on speedometer		1
	021-511	$39.95	ANGLE DRIVE, speedo. cable, on transmission		1
14	360-870	NA	TACHOMETER		1
15	360-825	NA	GAUGE, fuel		1
16	360-840	NA	GAUGE, temperature		1
16a	760-180	$7.75	SENDING UNIT, temperature gauge		1
17	360-845	$439.95	GAUGE, oil pressure		1
18	360-945	NA	BEZEL, oil pressure gauge		1
22	376-180	$14.95	OIL FLEX LINE		1
23	376-185	NA	BRACKET/CONNECTOR ASSEMBLY		1
24	131-580	$104.95	TRANSMITTER, oil pressure		1
25	324-626	$0.85	WASHER		1
26	233-210	NA	COWL, steering column		1
27	141-810	$59.95	SWITCH, turn signal, horn, dimmer	RD/GT to (c)219000	1
	141-820	$96.95	SWITCH, turn signal, dimmer	RD/GT from (c)219001	1
28	141-804	$27.95	CLAMP & HORN CONTACT		1
29	141-748	$12.95	FLASHER UNIT, turn signals (replacement)		1
30	141-825	$67.95	SWITCH, wiper, washer, overdrive		1
31	140-520	$46.95	SWITCH, panel light	RD/GT to (c)219000, '68-'70	1

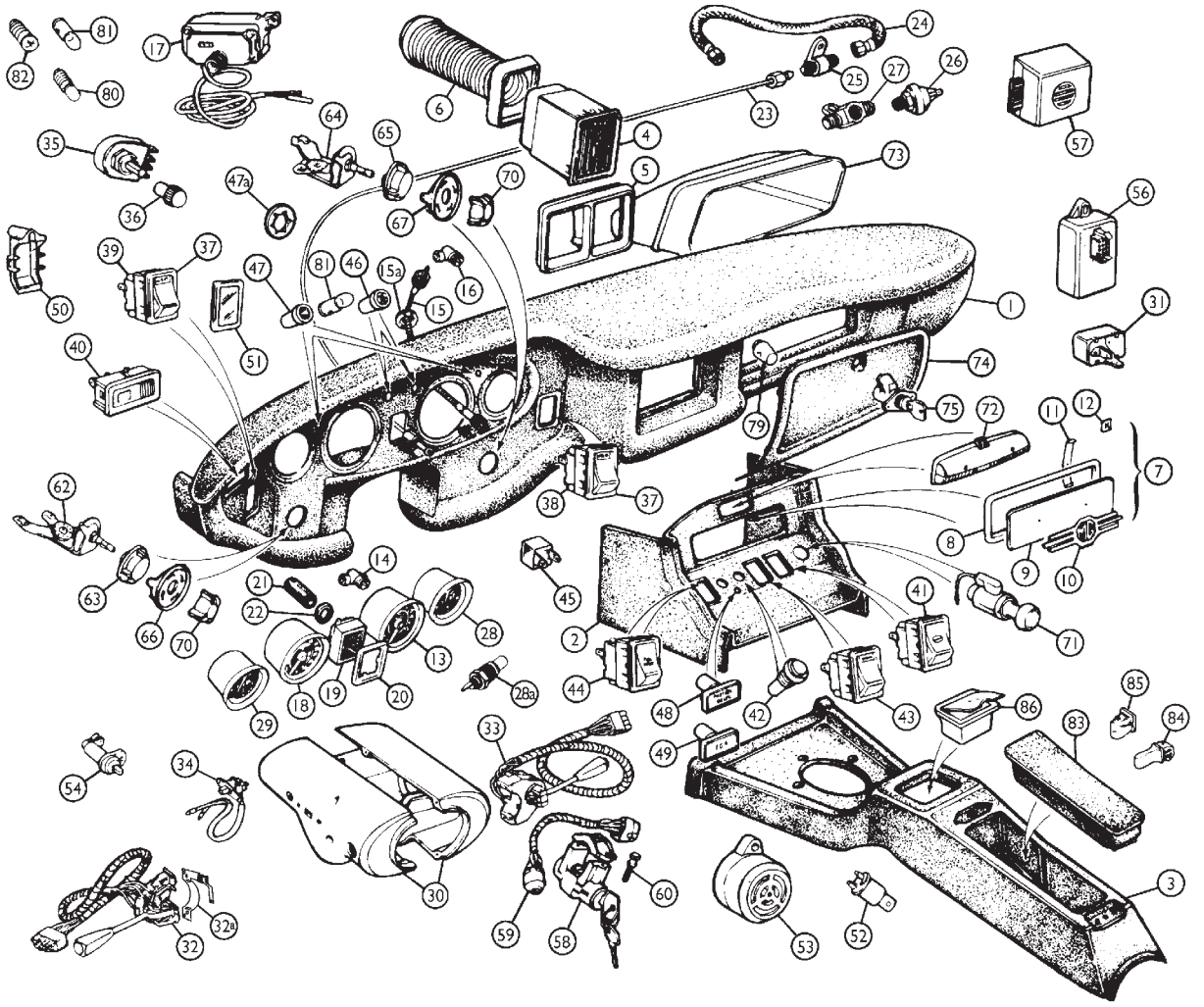
No.	Part No.	Price (each)	Description	Application	Qty. Req.
32	146-000	$59.95	RHEOSTAT, panel light (repl)	RD/GT from (c)219001	1
	146-025	$4.95	KNOB, panel light	1971	1
33	141-270 •	$18.95	SWITCH, heater fan, replacement w/ chrome bezel		1
34	141-260 •	$18.95	SWITCH, lighting		1
35	141-440	$2.95	SECURING CLIP, switch (later plastic replacement)		A/R
36	141-620†	NA	SWITCH, brake check	1968	1
	141-280†	$18.95	LAMP, brake failure warning	1969 - '71	1
37	162-150†	$14.95	SWITCH, heated rear window	GT to (c)187840	1
	141-290 •	$16.95	SWITCH, heated rear window	GT from (c)187841 to 258000	1
38	162-160 •	$23.95	SWITCH, map light		1
39	144-100	$39.95	MAP LIGHT		1
40	158-500	$5.75	GLASS, map light	RD/GT to (c)153878	1
41	158-520	$2.25	GASKET	to late 1968 approx.	1
42	171-000	$0.95	BULB, map light		1
43	158-920	$21.45	COURTESY LAMP ASS'Y.		1
44	158-930	NA	BASE	RD/GT from (c)153879	1
45	158-925	$9.75	LENS & BEZEL ASS'Y.	from approx. late1968	1
46	170-010	$0.60	BULB		1
47	162-170 •	$18.95	SWITCH, fog/spotlight	(replacement)	1
48	142-220‡	NA	WARNING LIGHT, heated rear window	GT	1
49	140-540 •	$38.95	SWITCH, hazard warning	(replacement)	1
52	141-655	$7.95	FLASHER UNIT, hazard warning	(thermal type, replacement)	1
	141-747	$12.95	FLASHER UNIT, hazard warning	(electronic, replacement)	1
53	142-230†	NA	WARNING LIGHT, hazard warning		1
54	141-247	$7.95	WARNING LIGHT, high beam, blue	(replacement)	1
	142-252	$5.20	WARNING LIGHT, ignition, red	(replacement)	1
55	142-260‡	$26.95	LENS UNIT, turn signals		2
56	142-110	NA	BUZZER, warning	RD from (c)187211	
			1970 on	GT from (c)1878411	1
57			STEERING LOCK & SWITCHES, see page 42.		1
61			CONTROLS, heater & defroster, see page 99.		1
65	142-120	NA	BEZEL, switches, black		4
66	141-265	$7.95	BEZEL, headlight/heater switch, chromed		2
67	142-270	$9.75	LIGHTER, w/repl. type knob		1
68	170-110	$0.75	BULB, "eared" base		A/R
69	171-000	$0.95	BULB, screw base, gauge illumination		A/R
	170-160	$1.20	BULB, illuminated switches		A/R
70	241-000	$42.95	ASHTRAY		1
	323-360	$0.95	SCREW, ashtray mounting		4

† Use bulb 170-160 illus. #69 (included).
‡ Illuminated by bulb 170-110 illus. #68 (not included).
• Replacement switch with chrome bezel

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com
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Dashboard 1972-'76

RD from (c)258001 to 410000/GT from (c)258001 to 367803



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-741	$329.95	DASH PANEL COVER		1
At last you can replace the cracked and peeling dash pad on your 1972 - '76 MGB with this beautiful and accurate reproduction cover which installs over the original steel backing. Detailed authentically (even the pebble-grain is exact!) with moulded foam backing for exact fit and smooth installation.					
	453-895	$59.95	DASH TOP REPAIR PANEL		1
2	453-745	$44.95	CONSOLE, radio		1
3	453-750	$79.95	CONSOLE, tunnel, British Motor Heritage part		1
	453-753	NA	CONSOLE, tunnel, fiberglass replacement		1
4	473-300	NA	VENT, R/H, face level		1
	473-310	NA	VENT, L/H, face level		1
5	473-320	NA	ESCUTCHEON, vents		1
6	456-115	NA	TUBE, vent		2
7	472-078	$28.95	RADIO BLANKING PLATE SET		1
8	472-040	$7.75	BEZEL, blanking plate		1
9	472-030	$6.75	PLATE, blanking		1
10	472-050	$12.75	BADGE, on plate		1
11	472-060	$1.35	CLIP, plate retaining		2
12	326-520	$0.30	SPEED NUT		2
13	360-850*	NA	SPEEDOMETER, non-overdrive	RD/GT to (c)282419	1
	360-855*	NA	SPEEDOMETER, overdrive	RD/GT to (c)282419	1
	360-860*	NA	SPEEDOMETER, non-overdrive	RD/GT from (c)282420 to (c)386600	1
	360-865*	NA	SPEEDOMETER, overdrive	RD/GT from (c)282420 to (c)386600	1
	361-670*	NA	SPEEDOMETER	RD from (c)386601 on	1
14	433-745	$39.95	ANGLE DRIVE, on speedometer	RD/GT to (c)282419	1
15	021-381	$14.95	CABLE, speedometer, non-overdrive	w/o service indicator	1
	331-430	$16.75	CABLE, speedometer, overdrive	w/o service indicator	1
	331-440	$17.95	CABLE, gearbox to indicator, non-O/D	w/service indicator	1
	331-445	$17.95	CABLE, gearbox to indicator, O/D	w/service indicator	1
	732-000	$16.75	CABLE, indicator to speedometer	w/service indicator	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
15a	281-900	$1.35	GROMMET, speedometer cable		1
16	021-511	$39.95	ANGLE DRIVE, on transmission		1
17	142-060	NA	INDICATOR, service interval	1974 1/2 - '76	1
18	360-880*	NA	TACHOMETER	RD to (c)294250 GT to (c)296000	1
	360-885*	NA	TACHOMETER	RD from (c)294251 GT from (c)296001	1
19	360-875*	NA	GAUGE, oil pressure		1
20	360-945	NA	BEZEL, oil gauge		1
21	435-505	NA	TUBE, distance		1
22	435-515	$0.45	WASHER, leather		1
23	435-475	$21.95	PIPE ASSEMBLY, gauge to flex line		1
24	376-180	$14.95	OIL FLEX LINE		1
25	435-530	$10.75	CONNECTOR, pipe to flex line	RD to (c)294250 GT to (c)296000	1
26	141-715	$19.95	SWITCH, oil pressure (anti run-on)	RD from (c)294251 GT from (c)296001	1
27	180-245	NA	CONNECTOR, pipe & switch	RD from (c)294251 GT from (c)296001	1
28	360-890*	NA	GAUGE, temperature		1
28a	760-180	$7.75	SENDING UNIT, temperature gauge		1

* Since new gauges are unavailable, we suggest that you consider having your original gauge rebuilt by one of the following companies:

MO-MA, 1321 2nd St. NW, Albuquerque, NM 87102 (505) 766-6661, or
West Valley Instruments, 19314 Van Owen, Reseda, CA 91335 (818)758-9500.

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Gauges
The electrically-operated gauges on MGBs are known to fail on occasion. Here is how you can pinpoint the cause and maybe fix the problem:

a. All electrical gauges, turn signals, and brake lights quit. Probable cause is failure or poor contact of the "green/white" fuse. Locate the fuse block, check the fuse which joins a green wire and a white wire. Clean the clips with fine emery cloth, replace the fuse. If the fuse was "blown", there is probably a fault in one of the circuits it protects; try and narrow the field by trying the horns, turn signals, etc., until you find what blows the fuse.

b. Fuel gauge doesn't work. Probable cause is a faulty voltage stabilizer (see page 86, #7 for listings). Stabilizer output should be 10 volts average. Since the stabilizer operates by making and breaking the circuit, the actual output fluctuates, making it difficult to measure with ordinary equipment. If there is no output, or the output is steady at battery voltage, the stabilizer is bad and must be replaced.

c. Fuel gauge doesn't work. Probable cause is a faulty tank sending unit; check as follows: Remove the green/black wire from the sending unit in the fuel tank. Connect one end of a test light to the terminal on this wire, the other end to ground. Switch on the ignition. Fuel gauge should begin a slow climb to full and the test light should glow. If the gauge does register, the sending unit must be bad; if the gauge still does not work it is either disconnected (check continuity of its wiring) or defective.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
29	361-860	$129.95	GAUGE, fuel		1
30	233-220	NA	COWL, steering column		1
31	141-748	$12.95	FLASHER UNIT, turn signal, replacement		1
32	141-820	$96.95	SWITCH, turn signal, headlight dimmer	RD to (c)267109 GT to (c)267332	1
	141-830	$69.95	SWITCH, turn signal, headlight dimmer	RD from (c)267110 to328100 GT from (c)267333 to 328800	1
	141-840	$47.75	SWITCH, turn signal, headlight dimmer	RD from (c)328101 GT from (c)328801	1
32a	141-804	$27.95	CLAMP & HORN CONTACT	for turn signal switches	1
33	141-825	$67.95	SWITCH, wiper, washer, OD	RD to (c)328100 GT to (c)328800	1
	141-845	$77.95	SWITCH, wiper, washer, OD	RD from (c)328101 GT from (c)328801	1
34	140-520	$46.95	SWITCH, panel light		1
35	146-000	$59.95	RHEOSTAT, panel light	RD to (c)294250 GT to (c)296000	1
	146-030	NA	RHEOSTAT, panel light (can use earlier 146-000)	RD from (c)294251 GT from 296001	1
36	146-025	$4.95	KNOB, rheostat		1
37	141-265	$7.95	BEZEL, heater, lighting, hazard, map light, & heated back light switches		A/R
38	141-250	$19.75	SWITCH, heater fan (use later switch 141-270)	RD to (c)267109 GT to (c)267332	1
	141-270	$18.95	SWITCH, heater fan, illum.	RD from (c)267110 GT from (c)267333	1
39	141-260	$18.95	SWITCH, lighting (1972) (replacement w/chrome bezel)	RD to (c)294250 GT to (c)296000	1
	141-275	$18.95	SWITCH, lighting, illum. (1973-'76)	RD from (c)294251 GT from (c)296001	1
40	141-280	$18.95	LAMP, brake failure warning	RD/GT to (c)386600	1
	170-160	$1.20	BULB, brake check light	RD/GT to (c)386600	1
	142-295	$36.95	LAMP, brake failure warning	RD/GT from (c)386601	1
41	141-290	$16.95	SWITCH, heated rear window	GT from (c)258001 to 267332	1
	141-290	$16.95	SWITCH, heated rear window	GT from (c)267333	1
42	142-220†	NA	WARNING LIGHT, heated rear window	GT to (c)267332	1
43	140-540	$38.95	SWITCH, hazard warning	1972	1
	141-635	$19.75	SWITCH, hazard warning	1973-'76	1
44	162-170	$18.95	SWITCH, fog & spotlight	optional	1
45	141-650	$5.65	FLASHER UNIT, hazard warning	thermal type, replacement	1
	141-748	$12.95	FLASHER UNIT, hazard warning	electronic replacement	1
46	141-247	$7.95	WARNING LIGHT, high beam, blue	(replacement)	1
	142-252	$5.20	WARNING LIGHT, ignition, red	(replacement)	1
47	†	NA	LENS UNIT, turn signals	(original type)	2
	142-265	$8.95	LENS UNIT, turn signals, with non-replaceable bulb	(replacement)	2
47a	142-286	$1.35	WASHER, retaining	nos. 41,42,46,47,48,49	6
48	142-285†	$22.95	WARNING LIGHT, seat belt		1
49	142-305†	$22.95	WARNING LIGHT, EGR/CATALYST		1

† Note: These use bulb 170-110 (illus. #81).

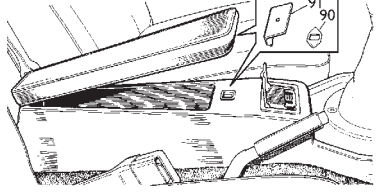
No.	Part No.	Price (each)	Description	Application	Qty. Req.
50	141-440	$2.95	CLIP, illuminated switches		6
51	141-455	$4.95	BLANK PLUG, rocker switch		A/R
52	142-110	NA	BUZZER, ignition warning	RD to (c)328100 GT to (c)328800	1
53	142-115	NA	BUZZER, ignition warning	RD from (c)328101 GT from (c)328801	1
54	131-600	NA	SWITCH, ignition warning		1
56	145-760	NA	SEQ. SEAT BELT CONTROL	RD from (c)328101 to 372612 GT from (c)328801 to 367803	1
57	142-125	NA	BUZZER, time delay	RD from (c)372613	1
58	263-610†	$57.75	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
59	263-670	NA	IGNITION SWITCH (repl. assy)	1970 - '72	1
	263-655•	NA	IGNITION SWITCH (orig. assy.)		1
	263-640†§	$99.95	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)294251 to 328100 GT from (c)296001 to 328800	1
	263-690§	$29.95	IGNITION SWITCH (repl.)	1973	1
	263-665•	NA	IGNITION SWITCH (orig. assy.)		1
	263-640†	$99.95	STEERING LOCK & SWITCH ASSEMBLY (repro.)	RD from (c)328101, 1974 on GT from (c)328801	1
	263-690	$29.95	IGNITION SWITCH		1
	163-337	NA	KEY BLANK, replacement	for repro. 263-640 only	A/R
60	263-700	$3.75	SHEAR BOLT, '70 on	RD from 187211 on GT from (c)187841 on	2

† Note: Locks are supplied with two keys.
•These switches fit only their respective original assemblies.
§ Wiring on switch has a moulded plug which must be removed and replaced with bullet connectors, part #162-200 (6 required).

No.	Part No.	Price (each)	Description	Application	Qty. Req.
62	233-970	NA	CONTROL MECHANISM, heater	RD to (c)294250 GT to (c)296000	1
63	233-975	$17.95	KNOB, heat control		1
64	233-980	NA	CONTROL MECHAN., defroster		1
65	233-990	$17.95	KNOB, defroster control		1
62	233-960	NA	CONTROL MECHANISM, heater	RD from (c)294251 GT from (c)296001	1
66	233-962	NA	DIAL, heater control		1
64	233-963	NA	CONTROL MECHANISM, defroster		1
67	233-964	NA	DIAL, defroster control		1
70	233-967	$15.95	KNOB, heater & defroster control		1
71	142-270	$9.75	LIGHTER ASSEMBLY, w/repl. type knob		1
72	158-920	$21.45	COURTESY LIGHT		1
	158-930	NA	BASE		1
	158-925	$9.75	LENS		1
	170-010	$0.60	BULB		1
73	233-905	NA	GLOVE BOX		1
74	233-955	NA	LID, glove box		1
75	163-560	$36.95	LOCK, glove box w/key		1
	163-565	$11.75	BEZEL, lock		1
79	280-095	$1.95	BUFFER, glove box lid		2
80	170-160	$1.20	BULB, brake check		1
81	170-110	$0.75	BULB, "eared" base		A/R
82	171-000	$0.95	BULB, screw base		A/R
83	453-755	$59.95	CONSOLE LID		1
	453-875	$10.95	HINGE, console lid		1
84	453-767	$1.45	STRIKER, console lid		1
85	453-765	$1.40	CATCH, console lid		1
86	453-760	$36.95	ASHTRAY, black & chrome	original type	1
	453-761	$42.95	ASHTRAY, all chrome	optional	1

'72-'80 Center Console Lid Repair Plate and Centering Guide

These custom console accessories will really come in handy for late MGB owners! Use the plate to repair broken and cracked latch areas, and the guide to keep further damage from taking place. Plate is made of high impact black plastic to match your original console perfectly; either glue it in place or use screws to fasten it. The latch guide will stop the console lid from crashing down and cracking both the lid and the latch; you'll never notice it once installed! Re-use your old striker, or install a new one.

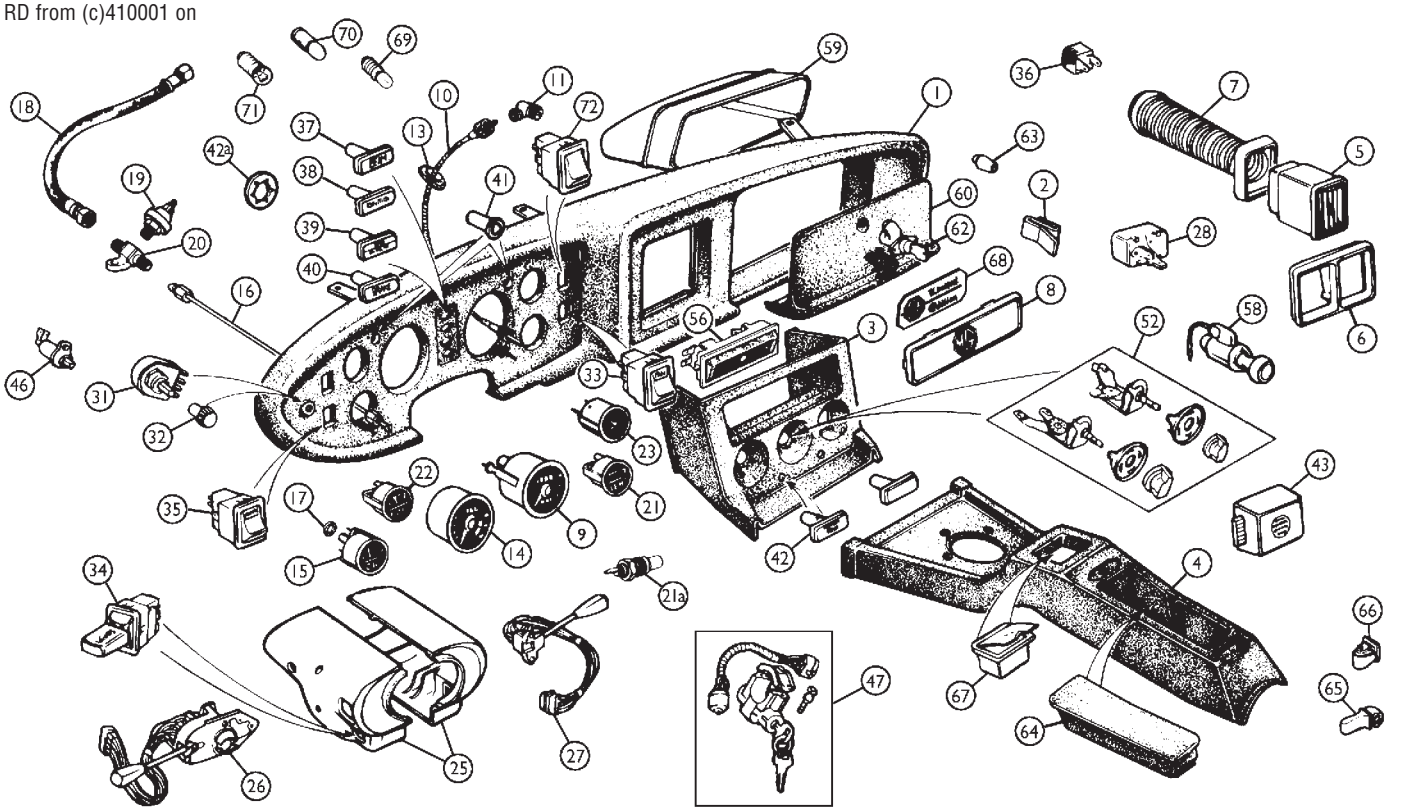


90 Plate 221-670 $6.75
91 Guide 221-660 $7.95

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com
moss

Dashboard 1977-'80

RD from (c)410001 on

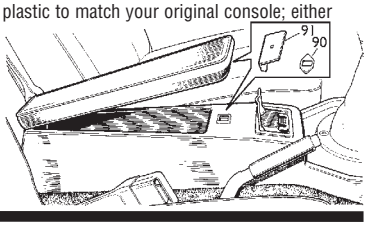


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-796	$329.95	DASH PANEL COVER		1
Replace the cracked and peeling dash pad on your 1977 - '80 MGB with this beautiful and accurate reproduction cover which installs over the original steel backing. Detailed authentically with moulded foam backing for exact fit and smooth installation.					
	453-905	$59.95	DASH TOP REPAIR PANEL		1
2	326-540	NA	CLIP, dash panel		A/R
3	453-780	$44.95	CONSOLE, radio, British Motor Heritage part		1
4	453-750	$79.95	CONSOLE, tunnel		1
5	473-330	NA	VENT, R/H, face level		1
	473-340	NA	VENT, L/H, face level		1
6	473-350	NA	ESCUTCHEON, vents		1
7	456-115	NA	TUBE, vents		2
8	472-035	$9.95	BLANKING PLATE, radio		1
9	360-925*	$259.95	SPEEDOMETER	RD to (c)501000	1
	360-905*	NA	SPEEDOMETER	RD from (c)501001 on	1
10	331-560	$18.95	CABLE, speedometer, overdrive		1
	331-565	$18.95	CABLE, speedometer, non-overdrive		1
11	021-511	$39.95	ANGLE DRIVE, on transmission		1
13	281-900	$1.35	GROMMET, speedometer cable		1
14	360-910*	NA	TACHOMETER	RD to (c)501000	1
	360-915*	NA	TACHOMETER	RD from (c)501001 on	1
15	360-920*	$149.95	GAUGE, oil pressure		1
16	435-435	$24.95	PIPE ASSEMBLY, gauge to flex pipe		1
17	435-515	$0.45	WASHER, leather		1
18	376-180	$14.95	OIL FLEX LINE		1
19	141-715	$19.95	SWITCH, oil pressure, for anti run-on valve		1
20	180-245	NA	CONNECTOR, pipe & switch		1
21	360-930*	NA	GAUGE, temperature		1
21a	131-565	$7.95	TRANSMITTER, temperature gauge		1
22	360-940*	NA	GAUGE, fuel		1
* Note: Gauges supplied will be either new or rebuilt with a new gauge warranty.					
23	360-960	$144.95	CLOCK		1
25	233-225	NA	COWL, steering column		1
26	141-850	$84.95	SWITCH, turn signal, horn, headlight dimmer		1
27	141-855	$54.95	SWITCH, wiper, washer		1
	141-320	$13.75	SWITCH, overdrive, on shift knob		1
	141-315	$10.95	COVER, overdrive switch		1
28	141-748	$12.95	FLASHER UNIT, turn signal, replacement		1
31	146-000	$59.95	RHEOSTAT, panel light, less knob	replacement	1
32	146-025	$4.95	KNOB, rheostat		1
33	141-410	$27.75	SWITCH, heater fan		1
34	141-420	$16.75	SWITCH, lighting		1
35	141-430	$27.75	SWITCH, hazard warning		1
	170-160	$1.20	BULB, illuminated switches #33 & 35		3
36	141-650	$5.65	FLASHER UNIT, hazard warning	thermal type, replacement	1
	141-748	$12.95	FLASHER UNIT, hazard warning	electronic replacement	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
37	142-310†	$22.95	WARNING LIGHT, high beam		1
38	142-320†	$15.95	WARNING LIGHT, ignition		1
39	142-305†	$22.95	WARNING LIGHT, EGR/CATALYST		1
40	142-330†	$22.95	WARNING LIGHT, brake		1
41	142-265†	$8.95	LIGHT UNIT, turn signal, replacement, includes bulb		2
42	142-285†	$22.95	WARNING LIGHT, seat belt		1
42a	142-286	$1.35	WASHER, retaining nos. 37 thru 42		6
† Note: These use bulb 170-110 (illus. #70).					
43	142-125	NA	BUZZER, time delay		1
46	131-600	NA	SWITCH, ignition buzzer		1
47			STEERING LOCK & SWITCH, see page 42.		
52			CONTROLS, heater & defroster, see page 99.		
56	164-965	$23.95	COURTESY LAMP, rocking		1
	170-025	$1.95	BULB, courtesy lamp		1
58	142-270	$9.75	LIGHTER ASSEMBLY, with repl. type knob		1
59	233-905	NA	GLOVE BOX		1
60	233-845	NA	LID, glove box, plastic cover only		1
62	163-570	$44.95	LOCK, glove box, w/keys		1
	163-565	$11.75	BEZEL, glove box lock		1
63	280-095	$1.95	BUFFER, glove box lid		2
64	453-755	$59.95	CONSOLE LID		1
	453-875	$10.95	HINGE, console lid		1
65	453-767	$1.45	STRIKER, console lid		1
66	453-765	$1.40	CATCH, console lid		1
67	453-760	$36.95	ASHTRAY, black & chrome	original type	1
	453-761	$42.95	ASHTRAY, all chrome	optional	1
68	453-775	$14.95	DASH PLAQUE, Limited Edition		1
69	170-160	$1.20	BULB, illuminated switches		A/R
70	170-110	$0.75	BULB, "eared" base		A/R
71	171-000	$0.95	BULB, screw base		A/R
72	141-405	$27.75	SWITCH, auxilliary	(optional)	1

'72-'80 Center Console Lid Repair Plate & Centering Guide

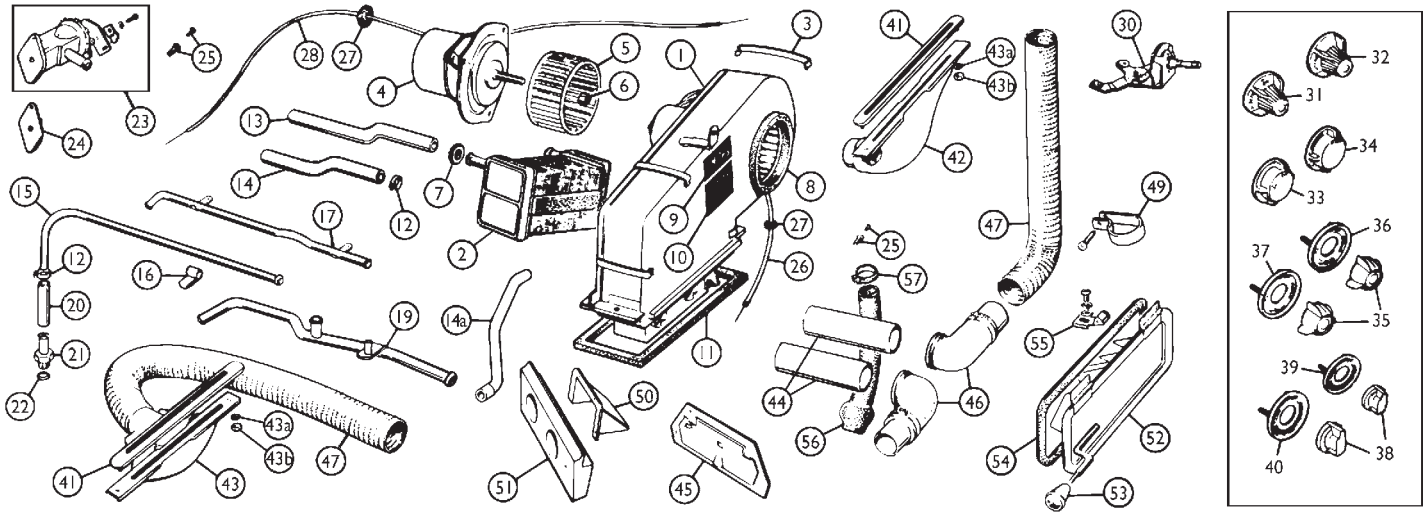
Use the plate to repair broken and cracked latch areas, and the guide to prevent further damage. Plate is made of high impact black plastic to match your original console; either glue it or use screws to fasten it. The latch guide will stop the console lid from crashing down and cracking both the lid and the latch. Re-use your old striker, or install a new one.



90	Plate	221-670	$6.75
91	Guide	221-660	$7.95

moss

MOSS MOTORS, LTD.
TOLL-FREE ORDERS 1-800-667-7872



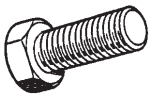
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	454-440	$499.95	HEATER ASSEMBLY	RD/GT from (c)101 to 303703	1
	363-005	$520.95	HEATER ASSEMBLY	RD/GT from (c)303704 to 410000	1
	363-015	NA	HEATER ASSEMBLY	RD/GT from (c)410001 on	1
2	360-675	$88.95	RADIATOR		1
3	363-025	$1.40	CLIP		5
4	360-680	$199.95	MOTOR ASSEMBLY	RD/GT from (c)101 to 138400	1
	363-040	$136.95	MOTOR ASSEMBLY	RD/GT from (c)138401 on	1
5	360-690	NA	FAN, metal, thru 1967	RD/GT from (c)101 to 138400	1
	360-695	$18.95	FAN, plastic, 1968 on	RD/GT from (c)138401 on	1
6	363-230	NA	NUT, thru 1967	RD/GT from (c)101 to 138400	1
	363-235	NA	CLIP, 1968 on	RD/GT from (c)138401 on	1
7	363-220	NA	GROMMET, radiator pipe	1962 - approx. '75	2
8	363-215	$2.95	SEAL, intake		1
9	408-355	$2.35	LABEL, "Smiths"	See page 75 for details.	1
10	408-365	$2.95	LABEL, "Caution"		1
11	363-210	$3.45	GASKET, heater unit		1
12	326-250	$0.90	HOSE CLAMP		4
13	363-270	$3.45	HOSE, heater to valve		1
14	363-275	$8.95	HOSE, heater to pipe	RD/GT to (c)368081	1
14a	363-280	$15.75	HOSE, heater to pipe	RD/GT from (c)368082	1
15	473-040	$19.95	PIPE, heater to pump	RD/GT to (c)138400, thru '67	1
16	363-205	$1.20	CLIP, pipe to manifold		1
17	363-070	$18.95	PIPE, heater to pump	RD/GT from (c)138401 to 367900 (1968 thru '74)	1
19	363-200	NA	PIPE, heater to radiator hose	RD from (c)367901 on	1
20	456-220	$0.70	HEATER HOSE, 2-1/2" long		1
21	473-080	$10.95	UNION		1
22	324-660	$0.95	WASHER		1
23	360-410	$24.95	HEATER VALVE		1
	322-230	$0.35	BOLT, heater valve attachment		2
	324-855	$0.25	LOCKWASHER for bolt		2
24	697-360	$0.50	GASKET		1
25	473-070	$1.85	CABLE STOP		5
26	331-235	$5.95	CABLE, air control, 46"	1962-early '73 (metal casing)	1
	331-220	$4.75	CABLE, air control, 24"	early 1973-'80 (plastic casing)	1
27	282-640	$1.90	GROMMET, air/heater control cable		2
28	331-235	$5.95	CABLE, heat control, 46"	1962 - '75 (metal casing)	1
	331-760	$5.75	CABLE, heat control, 39"	1976 - '8 0 (plastic casing)	1
30	233-880	NA	CONTROL, heater, '62-'67	RD/GT from (c)101 to 138400	1
	233-960	NA	CONTROL, heater, '68-'70	RD/GT from (c)138401 to 219000	1
	233-970	NA	CONTROL, heater 1971 - '72	RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
	233-960	NA	CONTROL, heater 1973 - '76	RD from (c)294251 to 410000 GT from (c)296001 to 410000	1
	233-310	NA	CONTROL, heater, 1977 on	RD/GT from (c)410001 on	1
	233-860	NA	CONTROL, defroster	RD/GT from (c)101 to 138400	1
	233-980	NA	CONTROL, defroster 1968 - '72	RD from (c)138401 to 296000 GT from (c)138401 to 296000	1
	233-963	NA	CONTROL, defroster 1973 - '76	RD from (c)294251 to 410000 GT from (c)296001 to 410000	1
	233-320	NA	CONTROL, defroster	RD/GT from (c)410001	1
31	233-870	$14.95	KNOB, defroster control	RD from (c)101 to 138400	1
32	233-890	$9.75	KNOB, heater control	GT from (c)71933 to 139471	1
33	233-985	$12.75	KNOB, defroster control 1968-'70	RD/GT from (c)138401 to 219000	1
	233-990	$17.95	KNOB, defroster control 1971 - '72	RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
34	233-965	$9.75	KNOB, heater control 1968-'70	RD/GT from (c)138401 to 219000	1
	233-975	$17.95	KNOB, heater control 1971 - '72	RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
35	233-967	$15.95	KNOB, heater/defrost control	RD from (c)294251 to 410000	2
36	233-962	NA	DIAL, heater control	GT from (c)296001 to 410000	1
37	233-964	NA	DIAL, defroster control		1
38	233-330	$9.95	KNOB, heater/defrost control	RD from (c)410001 on	2
39	233-315	NA	DIAL, heater control		1
40	233-325	NA	DIAL, defroster control		1
41	363-080	$19.95	DEFROSTER VENT	RD/GT thru 1967	2
	363-085	$17.80	DEFROSTER VENT	RD/GT from 1968	2
42	363-090	NA	DEFROSTER NOZZLE, L/H	RD to (c)360300	1
	363-095	NA	DEFROSTER NOZZLE, R/H	GT to (c)361000	1
43	363-100	$33.65	DEFROSTER NOZZLE, L/H	RD from (c)360301 on	1
	363-105	$33.65	DEFROSTER NOZZLE, R/H	GT from (c)361001 on	1
43a	324-010	$0.25	LOCKWASHER, vent mounting		4
43b	310-040	$0.20	NUT, vent mounting		4
44	363-110	$6.95	CONNECTOR TUBE		2
45	363-122	$46.50	DOOR ASS'Y., heater outlet, stainless steel (with screws)		2

If you keep breaking fingernails on your footwell warm air vents, and oiling the hinges doesn't help, try drilling a small hole and installing a small, self-tapping drawer knob to provide a better grip.

46	635-520	$10.25	ELBOW, defroster		2
47	456-170	$9.45	HOSE, heater/defroster, paper & foil	early cars	2
	363-180	$4.95	HOSE, heater/defroster, plastic	later cars	2
49		NA	CLIP, defroster hose		2
50	363-130	$2.95	HEATER OUTLET, 1968 on	RD/GT from (c)138401 on	1
51	363-135	$15.95	SEAL, heater outlet		1
52	363-140	NA	DOOR, fresh air vent		1
53	363-150	$8.45	KNOB		1
54	363-145	$2.40	SEAL, door		1
55	363-160	NA	SPRING		1
56	363-170	NA	TUBE, drain/dust valve		1
57	326-430	$1.95	CLAMP		1

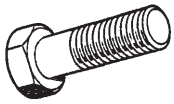
Hardware

Hex Head Cap Screws
fine thread (threaded to head)



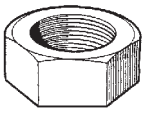
1/4" diameter		
322-170	$0.50	1/2"
322-645	$0.55	5/8"
322-230	$0.35	3/4"
322-247	$0.45	1"
320-635	$1.65	1 3/8"
5/16" diameter		
322-040	$0.55	3/4"
322-540	$0.70	7/8"
322-290	$0.85	1"
320-695	$0.75	1 1/8"
191-915	$1.35	1 1/4"
3/8"diameter		
322-590	$0.55	3/4"
322-050	$0.55	7/8"
320-285	$0.75	1"
475-150	$1.25	1 1/8"
320-520	$0.90	1 1/4"
7/16" diameter		
322-415	$0.95	3/4"
320-425	$0.55	1
320-605	$1.25	1 1/4"
1/2" diameter		
320-515	$0.95	1 1/2

Hex Head Bolts
fine thread (threaded part way up shank)



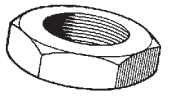
1/4" diameter		
322-247	$0.45	1"
320-500	$0.60	1 1/4"
320-080	$0.95	1 3/8"
322-250	$0.55	1 1/2"
322-260	$0.60	1 3/4"
5/16" diameter		
322-310	$0.90	1 1/4"
322-430	$0.60	1 1/2"
322-440	$0.80	1 3/4"
322-450	$0.65	2 1/4"
322-285	$1.50	2 1/2"
322-460	$0.75	2 3/4"
320-225	$0.95	3"
3/8" diameter		
322-075	$0.75	1 1/2"
322-025	$0.95	1 3/4"
320-345	$0.95	2"
320-565	$0.95	2 1/4"
322-640	$0.95	2 1/2"
322-650	$1.10	2 3/4"
320-275	$1.20	3"
322-185	$1.95	5 1/2"
7/16" diameter		
322-715	$2.10	3"
322-720	$1.10	3 1/2"
1/2" diameter		
320-535	$1.90	2"
320-255	$2.95	2 5/8"
320-010	$5.95	3 3/8"
322-830	$6.45	4

Hex Nuts
std. height, fine thread



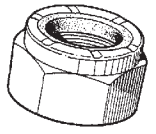
310-760	$0.50	1/4"
310-140	$0.40	5/16"
310-050	$0.60	3/8"
310-800	$0.40	7/16"
472-347	$0.40	1/2"
310-440	NA	9/16"
310-550	$2.45	5/8"

Hex Nuts
thin, fine thread (jam nuts)



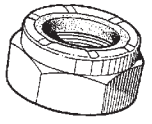
365-740	$0.50	1/4"
848-540	$0.40	5/16"
310-070	$0.40	3/8"
311-025	$0.90	7/16"
310-390	$0.45	1/2"
	NA	9/16"
310-490	$0.95	5/8"

Nyloc Nuts
std. height, fine thread



310-830	$0.45	3/16"
312-000	$0.40	1/4"
310-290	$0.65	5/16"
310-240	$0.70	3/8"
310-320	$0.85	7/16"
310-400	$0.90	1/2"
310-135	NA	9/16"
310-500	$1.95	5/8"

Nyloc Nuts
thin, fine thread



310-100	$0.45	1/4"
310-105	$0.40	5/16"
310-510	$0.75	3/8"
310-650	$0.55	7/16"
310-690	$0.45	1/2"
310-605	$1.40	9/16"

Split Lockwashers
standard



324-020	$0.25	1/4"
365-730	$0.25	5/16"
324-865	$0.15	3/8"
324-250	$0.30	7/16"
324-060	$0.20	1/2"
	NA	9/16"
324-080	NA	5/8"

Split Lockwashers
square cross-section



324-005	$0.20	1/4"
324-030	$0.40	5/16"
324-040	$0.35	3/8"
	NA	7/16"
324-050	$0.20	1/2" (light)
322-835	$0.75	1/2" (heavy)

Lockwashers
double coil



324-185	$0.45	3/16"
370-460	$0.65	1/4"
315-180	$0.45	5/16"
315-060	$2.75	3/8"
329-470	NA	5/8"

Flat Washers
standard



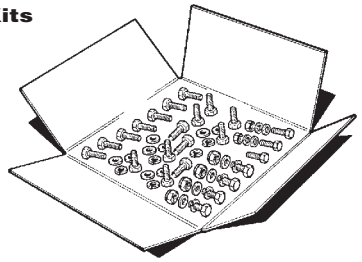
324-590	$0.25	1/4"
365-720	$0.35	5/16"
324-860	$0.30	3/8"
324-475	$0.35	7/16"
315-035	$0.35	1/2"

Fiber Washers



323-685	$0.55	3/16"
315-185	$0.35	1/4"
324-680	$0.55	5/16"
315-100	$0.40	3/8"
324-670	$0.45	1/2"
324-671	$0.85	0.52" for 1/4" BSP fittings
324-065	$0.55	5/8"

Hardware Kits



Our complete Fitting Kits are designed to make installing various components to your car fast, simple and very convenient!

Engine Kits:

Timing Cover Screw Set Fits 1962-'76 with oval washers.	323-568	$11.75
Timing Cover Screw Set Fits 1976 on with plain washers.	323-558	$7.95
Sump Screw Set Fits all 1962-'80.	323-548	$9.95
Engine to Gearbox Nut & Bolt Set Fits 1962-'67 with 3-Synchro gearboxes.	322-428	$8.95
Engine to Gearbox Nut & Bolt Set Fits 1968 on with All-Synchro gearboxes.	322-438	$7.50

Fuel Tank Mounting Kit

Fits 1965 on (not for early strap-on tanks).	323-628	$10.95

Exhaust Mounting Kits:

Center Exhaust Mounting Kit Fits all 1962-'80.	470-138	$12.95
Rear Exhaust Mounting Kit Fits 1962-'69 to (c)167815.	470-178	$10.25
Rear Exhaust Mounting Kit Fits 1969-'74. Roadsters from (c)167816 to 360300 and GTs from (c)167816 to 361000.	444-145	$29.95
Rear Exhaust Mounting Kit Fits '74 1/2 on (all rubber-bumpered cars).	470-148	$28.95
Exh. Manifold Stud & Nut Kit (6 studs & brass nuts) Fits 1962-'74 (all cars with twin SU carbs.).	328-718	$9.45

Suspension Kits:

Front Suspension Dust Tube Kits Includes both tubes and spring. 2 required.	263-428	$9.95
Rear Spring Fitting Kit (for 1 spring) Fits cars with Banjo-Type rear axles.	454-927	$15.95
Rear Spring Fitting Kit (for 1 spring) Fits cars with Tube-Type rear axles.	454-937	$18.95
Rear Spring Shackle Kit Includes shackle plate with studs, plate, nuts and bolts. 2 kits required per car.	267-528	$12.75

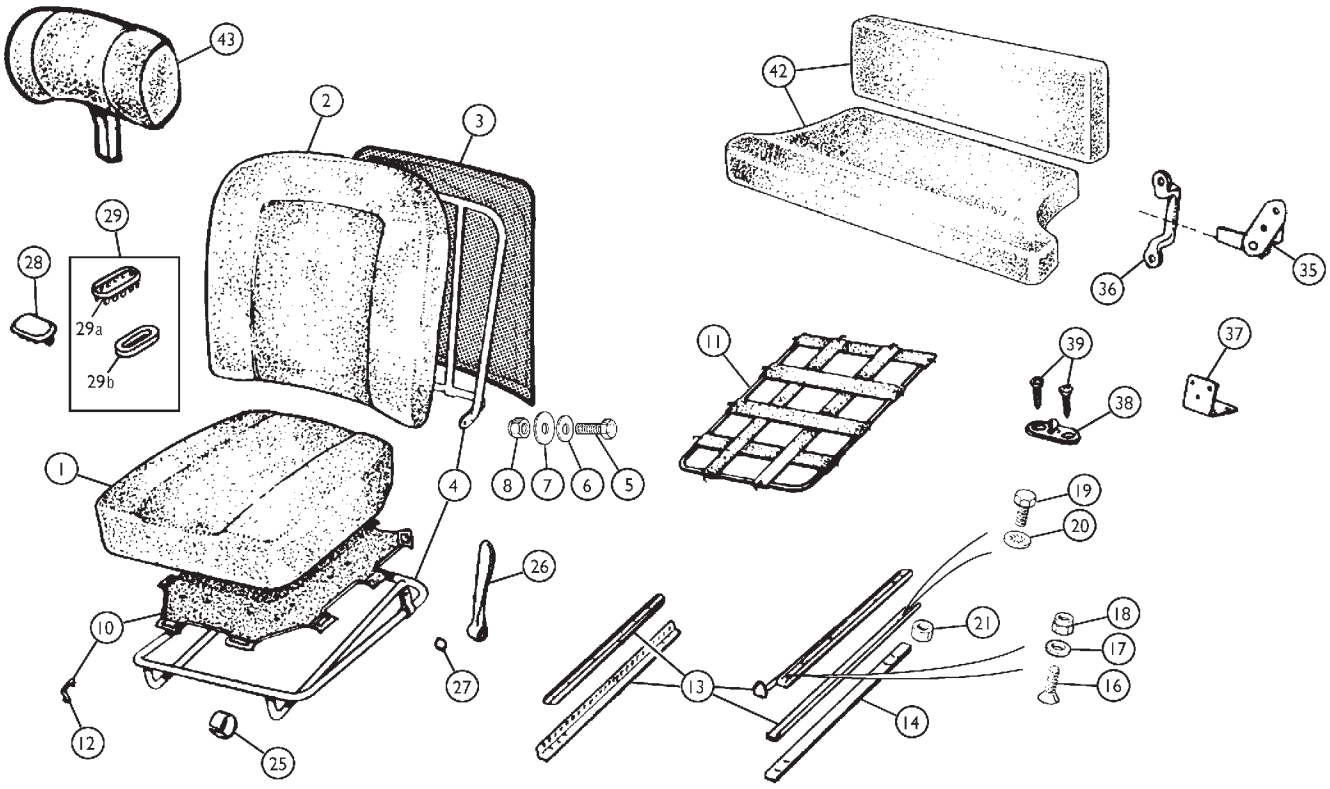
Bodywork & Bumper Kits:

Front Fender Fitting Kit Fits all '62-'80. One kit does both fenders.	321-928	$32.95
Front Valance Fitting Kit	323-618	$6.65
Front Bumper Fitting Kit Fits 1962-'74 (cars with chrome bumpers).	321-908	$32.95
Rear Bumper Fitting Kit Fits 1962-'74 (cars with chrome bumpers).	321-918	$29.95

Trim & Body Molding Kits:

Interior Trim Screw Set Chrome finish for early roadsters.	323-578	$13.95
Interior Trim Screw Set Black finish for later roadsters.	323-988	$14.80
Interior Trim Screw Set Black finish for GTs.	323-608	$19.95
Body Molding Fitting Kit Complete set to fit all 6 body moldings.	326-058	$21.95
Inner Front Fender Splash Panel Fixing Kit Complete set for left and right panels.	323-638	$8.95

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	641-900	$42.75	CUSHION, bottom, R/H (to '68)	RD to (c)158370	1
	641-910	$42.75	CUSHION, bottom, L/H	GT to (c)158232	1
	641-920	$41.95	CUSHION, bottom, R/H	RD from (c)158371 to 294250	1
	641-930	$41.95	CUSHION, bottom, L/H ('69-'72)	GT from (c)158233 to 296000	1
	641-940	$43.95	CUSHION, bottom, R/H ('73 on)	RD from (c)294251 on	1
	641-950	$43.95	CUSHION, bottom, L/H	GT from (c)296001 on	1
2	641-960	$89.95	CUSHION, back (thru 1968)	RD to (c)158370 GT to (c)158232	2
	641-995	$149.95	CUSHION, back (1969 only)	RD from (c)158371 to 187210 GT from (c)158233 to 187840	2
	641-970	$41.95	CUSHION, back (1970-'72)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	2
	641-980	$44.95	CUSHION, back (1973 on)	RD from (c)294251 on GT from (c)296001 on	2
3	641-965	$9.95	SEAT BACK STIFFENER PANEL	1962 - '68	2
	641-975	$9.95	SEAT BACK STIFFENER PANEL	1969	2
	641-985	$9.95	SEAT BACK STIFFENER PANEL	1970 - '80	2
4	643-870	$269.95	SEAT FRAME, L/H	1962-'68	1
	643-860	$269.95	SEAT FRAME, R/H		1
5	322-290	$0.85	BOLT		4
6	365-720	$0.35	WASHER		4
7	315-205	$0.35	WASHER		4
8	310-290	$0.65	NUT, nyloc		4
10	281-828	$22.95	DIAPHRAGM, seat cushion	includes 10 hooks 1962 - '69	2
11	641-990	$29.75	WEBBING, seat cushion	1970 - '80	2
12	325-185	$0.65	HOOK, webbing & diaphragm		20
13	454-105	$44.95	SEAT SLIDE SET, L/H seat		1
	454-115	$44.95	SEAT SLIDE SET, R/H seat		1
14	228-170	$7.75	PACKING STRIP, wood		4
16	323-280	$0.90	SCREW, slide to frame		16

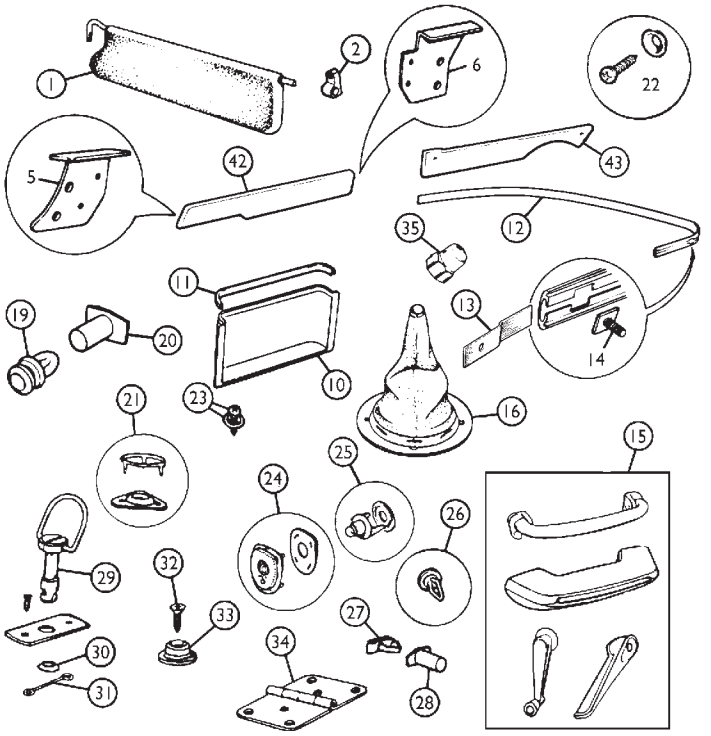
No.	Part No.	Price (each)	Description	Application	Qty. Req.
17	324-765	$0.85	WASHER		16
18	312-000	$0.40	NUT		16
19	322-247	$0.45	BOLT, slide to floor		8
20	462-385	$0.30	LOCKWASHER		8
21	228-175	$1.15	SPACER, packing strip		8
25	226-645	$0.75	CLIP, cushion cover to frame		48
26	409-020	$22.95	HANDLE, adjusting	RD from (c)158371 on	2
	323-205	$1.30	SCREW, adjusting handle	GT from (c)158231 on	2
27	409-030	$4.95	KNOB, seat back lever	(1969 on)	2
28	227-170	$3.70	PLUG, headrest aperture, black		2
	409-070	NA	PLUG, headrest aperture, autumn leaf		2
	409-080	NA	PLUG, headrest aperture, ochre		2
	409-090	NA	PLUG, headrest aperture, navy		2
29	409-108	$4.65	HEADREST RING ASSEMBLY		2
29a	409-100	NA	FINISHING RING, headrest aperture		2
29b	409-105	$1.35	EYELET, finishing ring		2
35	409-040	NA	CATCH, rear seat back	GT	2
36	409-045	NA	STAPLE, catch		2
37	409-050	NA	HINGE, rear seat back		3
38	226-630	$1.95	FASTENER, rear seat "shelf"	RD/GT	4
39	323-460	$0.30	SCREW		8
42	641-545	$94.95	FOAM CUSHION SET, 2-piece	1965-'72 GT	1
	641-555	$69.95	FOAM CUSHION SET, 2-piece	1973-on GT	1

Note: 1969 seats had twin post headrests, which are not available.

43	649-100	$90.95	HEADREST, black	1970-'72 eared type perforated vinyl	2
	649-110	NA	HEADREST, navy		2
	649-120	NA	HEADREST, ochre		2
	649-130	$90.95	HEADREST, autumn leaf		2
	649-140	$90.95	HEADREST,black	1973-'76 eared type, plain vinyl	2
	649-150	NA	HEADREST, navy		2
	649-160	NA	HEADREST, ochre		2
	649-170	$90.95	HEADREST, autumn leaf		2
	641-607	$90.95	HEADREST, black	1977-'80 teardrop type	2
	641-615	$90.95	HEADREST, navy		2
	641-636	$90.95	HEADREST, autumn leaf		2
	641-535	NA	HEADREST, champagne		2

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com
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Cockpit Trim & Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Cockpit Fittings					
1	224-108	$76.95	SUN VISOR KIT	option for 1962-'68	1
	(This kit contains two sun visors, brackets and hardware for early cars not originally fitted with sun visors.)				
	233-110*	$21.95	SUN VISOR, R/H & L/H, black	RD from (c)138401 to (c)410000	2
	233-115*	$21.95	SUN VISOR, L/H, black	RD from (c)410001	1
	233-120*	$21.95	SUN VISOR, R/H, black, no mirror	RD from (c)410001	1
	233-942*	$24.95	SUN VISOR, R/H, black, with mirror	RD from (c)410001	1
	* Note: Mounting hardware for roadster sun visors is listed on page 67.				
	233-917	$67.25	SUN VISOR, grey	GT	2
2	233-995	NA	BRACKET, sun visor anchor	GT to (c)158230	2
	233-997	$9.45	BRACKET, sun visor anchor	GT from (c)158231	2
	408-958	$31.95	FINISHER SET (incl. items marked †)	RD	1
5	408-950†	NA	FINISHER, door waist rail, front R/H	RD	1
	408-960†	$6.75	FINISHER, door waist rail, front, L/H	RD	1
	408-955	$6.75	FINISHER, door waist rail, front, R/H	GT	1
	408-965	$7.25	FINISHER, door waist rail, front, L/H	GT	1
6	408-970†	$9.95	FINISHER, door waist rail, rear, R/H	RD	1
	408-980†	$8.95	FINISHER, door waist rail, rear, L/H	RD	1
	408-975	$6.75	FINISHER, door waist rail, rear, R/H	GT	1
	408-985	$6.95	FINISHER, door waist rail, rear, L/H	GT	1
	323-598	$2.95	SCREW SET, for 1 door capping & finishers		2
10	453-790	$40.95	MAP POCKET, black		1
11	408-990	NA	FINISHER, map pocket		1
12	408-995	$98.75	MOULDING, rear cockpit	RD	1
	408-996	$29.95	COVER for no. 12 (black)	RD	1
13	226-685	$5.75	END PLATE, moulding	RD	2
14	226-660	$1.75	STUD PLATE, cockpit moulding	RD	9
	310-040	$0.20	NUT, for stud plate	RD	9
15			DOOR PULLS, ARM RESTS, WINDOW WINDERS, & DOOR HANDLES, see pages 64-65.		
16			SHIFT BOOTS, see pages 36-39.		
19	226-670	$0.95	CLIP, door panel		26
20	226-675	$0.90	CUP, door panel clip		26
21	226-338	$2.25	FASTENER, carpet	as fitted	A/R
22	323-578	$13.95	INTERIOR SCREW SET, chrome	RD to (c)5634	1
	323-988	$14.80	INTERIOR SCREW SET, black	RD from (c)5635	1
	323-608	$19.95	INTERIOR SCREW SET, black	GT	1
23	323-970	$0.55	SCREW w/cup washer, chrome	RD to (c)5634	60
	323-980	$0.35	SCREW w/ cup washer , black	RD from (c)5635	60
	323-465	NA	SCREW, map pocket		2
	323-480	$0.50	SCREW, front trim pads	GT	A/R
	323-475	NA	SCREW, rear quarter waist cover	GT	A/R
24	226-308	$1.30	FASTENER, "Lift-the-Dot"	RD	A/R
25	226-328	$1.95	STUD ASSEMBLY, gearbox carpet	as fitted	1
26	226-680	NA	BUTTON, GT rear fender pocket carpet		2
27	803-420	$0.90	CLIP, upper rear quarter liner	GT	6
28	226-695	$1.95	SOCKET, for clip	GT	6
29	226-700	$9.95	FASTENER, rear trunk floor	GT	2
30	226-706	$0.50	GROMMET, for fastener	GT	2
31	226-710	$2.65	SPRING, for fastener	GT	2
32	323-635	$0.35	SCREW, snap fastener, trunk floor	GT	A/R
33	226-720	$0.50	FASTENER, snap, trunk floor	GT	A/R
34	409-050	NA	HINGE, trunk floor	GT	3
35	402-550	$2.10	DOME NUT, chrome	as fitted	4

Door Seal

Velour type originally fitted from approximately 1963 - '72.

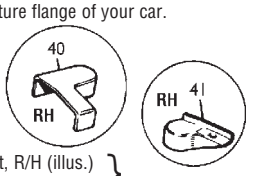
	Black	Red	
RD, per yd. (4 yd. req.)	249-607	NA	$19.95
GT, per yd. (7 yd. req.)	249-607	NA	$19.95

Plastic type originally fitted from approximately 1973 - '80.

	Black	Autumn Leaf	Ochre	
RD, 2 doors	259-908	NA	NA	$29.95
GT, 2 doors	259-938*	NA*	NA*	$39.95

* Complete preformed seals with mitered corners. Note: These two types of door seals are fully interchangeable. Both consist of a rubber seal bonded to the trim piece, which has enclosed spring clips to clamp firmly to the door aperture flange of your car.

40	472-290	$9.75	FINISHER, door seal, rear R/H (illus.)		1
	472-300	$9.75	FINISHER, door seal, rear L/H		1
41	472-295	$8.75	FINISHER, door seal, front, R/H (illus.)	1963 - '67 RD	1
	472-305	$8.75	FINISHER, door seal, front, L/H	1963 - '67 RD	1
	472-275	$10.85	FINISHER, door seal, front, R/H	1968 on RD	1
	472-285	$10.85	FINISHER, door seal, front, L/H	1968 on RD	1
	323-635	$0.35	SCREW, door seal finishers		6



Door Capping Sets (fully upholstered top rail pairs without finishers)

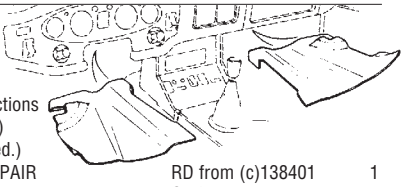
	323-598	$2.95	SCREW SET, for 1 door capping & finishers		2
42	639-508	$489.95	BLACK WITH WHITE PIPING	roadster 1962 - '65	1
	639-528	$489.95	BLACK WITH RED PIPING	roadster 1962 - '65	1
	639-548	$489.95	BLACK WITH BLUE PIPING	roadster 1962 - '65	1
	639-568	NA	RED WITH RED PIPING	roadster 1962 - '65	1
	639-608	$164.95	BLACK	roadster 1966 - '69	1
	639-628	$164.95	RED	roadster 1966 - '69	1
	639-668	$164.95	BLACK	roadster 1970 - '76	1
	639-688	$164.95	NAVY	roadster 1970 - '76	1
	639-708	NA	OCHRE	roadster 1970 - '76	1
	639-728	$164.95	AUTUMN LEAF	roadster 1970 - '76	1
	639-608	$164.95	BLACK	roadster, 1977 - '80	1
	639-728	$164.95	AUTUMN LEAF	roadster, 1977 - '80	1
	639-738	$164.95	CHAMPAGNE	roadster, 1977 - '80	1
	639-908	$164.95	BLACK	GT, 1966 - '69	1
	639-918	$164.95	RED	GT, 1966 - '69	1
	639-928	$164.95	BLACK	GT, 1970 on	1
	639-938	$117.00	NAVY	GT, 1970 on	1
	639-948	$164.95	OCHRE	GT, 1970 on	1
	639-958	$164.95	AUTUMN LEAF	GT, 1970 on	1

GT Quarter Rail Sets

(upholstered rails fit under rear side windows)

43	639-768	$219.95	BLACK	GT 1966 - '69	1
	639-788	NA	RED	GT 1966 - '69	1

1968 - '80
Under-Dash Liners

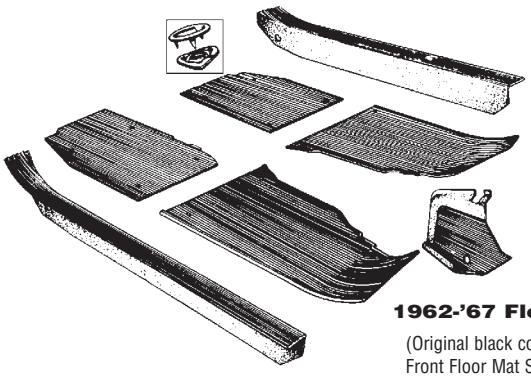


These vacuum formed ABS vinyl reproductions will far outlast the pressboard (cardboard) originals. (Some trimming may be required.)

453-863	$97.95	DASH LINER PAIR	RD from (c)138401	1
			GT from (c)139472 on	1

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Carpets & Floor Mats



Rubber Mats

Sill cover mats, 1968-'76 floor mats and starter covers are still being produced on original tooling. Early floor mats are not available.

Sill Cover Set	282-738	$89.95
Floor Mat Fastener (included with mats)	226-338	$2.25

1962-'67 Floor Mats

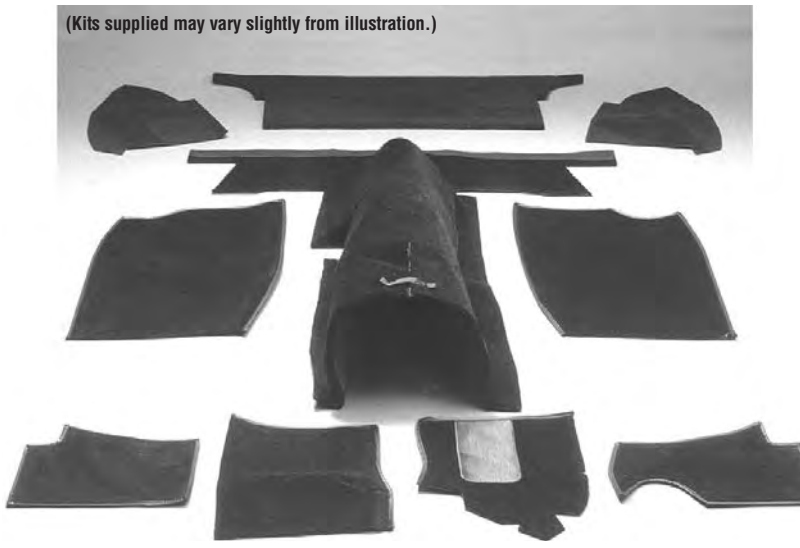
(Original black color only.)

Front Floor Mat Set*	283-008	NA
Rear Floor Mat Set*	283-048	NA
Starter Cover	283-080	$59.95

*1962-'67 floor mat sets are not available.

1968-'76 Rubber Floor Mat Sets

	Black	
Front Floor Mat Set	283-018	$109.95
Rear Floor Mat Set	283-058	NA
Sill Cover Set	282-738	$89.95
Starter Cover	283-090	$57.95







Carpet Sets (See "Interior" section at the front of this catalog for more information.)

We offer a choice of carpet sets. Both are made of high quality cut pile automotive carpet which is very similar to the factory original. All carpet sections are finished as original with heavy padding, bound edges. Installation hardware is included; all you need to supply is adhesive, trim tools, care and time to create a result you are proud of. As replacement rubber floor and sill mats for 1962-'76 models are not readilly available, both kit lines include carpet for these areas. The GT kits also include material for the rear quarters, rear deck, and rear seat back.

Molded Tunnel Carpet Kits

Molded kits are manufactured in the U.K. and have moulded gearbox/driveshaft cover sections which make installation easier.

	Black	Red	
1962-'67 Roadster	244-300	244-310	$419.95
1965-'67 GT	244-325	244-335	$639.95

	Black	Red	Autumn Leaf	Tan*	Navy	
1968-'80 Roadster	244-320	244-330	244-340	244-272	244-345	$419.95
1968-'76 GT	244-245	244-260	244-265	244-277	244-285	$639.95

*Tan replaces the original Ochre, which is no longer available.

Moss Manufactured Carpet Kits

We create these kits in our own upholstery shop from domestIcally sourced carpet. The center tunnel is supplied flat, and does require careful fitting, but this allows for a more original look. **Free samples of this carpet may be ordered under part number 878-905.**

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

	Black	Red	Honey Tan	
1962-'67 Roadster	242-765	242-766	242-767	$254.95
1965-'67 GT	244-415	244-420	244-425	$499.95

	Black	Red	Brown	Honey Tan	
1968-'80 Roadster	244-315**	244-355	244-375	244-377	$299.95
1968-'76 GT	244-435	244-440	244-445	244-450	$399.95

**This kit is priced at $234.95.

Trunk Carpet Kits

Unless you seek 100-point originality, your MGB roadster should have one of these beautifully fitted carpet sets in the trunk! Tailored in materials to match our interior carpet kits, the trunk sets include a tailored spare tire cover. Available in flat sewn or molded configurations.

Black, molded	244-250	$315.95
Biscuit, molded	244-255	$315.95
Black, sewn	242-850	$154.95
Red, sewn	242-855	$184.95
Brown, sewn	242-875	$154.95

Spare Tire Cover

Included with the sewn trunk carpet sets above, this cut pile spare tire cover is also available separately.

Black	242-860	$66.95
Red	242-865	$66.95



Undercarpet Insulation Kit

Deaden drivetrain and road noise, and insulate yourself from engine and exhaust heat. Dense felt pads have self-adhesive back. **242-005 $209.95**

MGB

1962-'69 Seat & Panel Kits

For owners of the now vintage MGB, we offer a full range of exact reproduction Moss Motors upholstery kits, all painstakingly produced in our own upholstery manufacturing plant. All leather is tanned and vat-dyed to our specifications to ensure originality and long wearing durability.
These seat kits are available in leather or in top-quality vinyl. They are easy to install and include headrest covers for the 1969-style seats.

Trim panel kits include door panels, front kick panels, rear quarter panels, rear bulkhead panel for the roadsters, and rear deck insert panels for the GTs. We also include sufficient vinyl to cover roadster cockpit rails, door top rails, and 1962 - '67 dash top rail, and new door window brush seals.

In addition to the original interior color schemes, we offer several other combinations of trim and piping. The most popular of these are usually available from stock, while the others (marked in the chart with an asterisk) are made to order only. Delivery on special orders takes approximately 6 to 8 weeks.
Moss Interior Kits offer you the finest value for the money! If you are not 100% satisfied with the quality and design, you may return the uninstalled kit to us for full refund. **For free material samples, order part #878-900.**

Front seat kits include covers for both front seats.

NB: All leather seats have leather on the front seating surfaces only - skirts, sides and backs are matching vinyl.





*NOTE: Items with an asterisk are special order, and require pre-payment.

1962 - '68 Complete Upholstered Front Seat Set

Complete, ready to bolt in, brand new leather seat assemblies! Upholstered here in California around UK produced seat sub-frames using Moss upholstery kits. While the proper installation of all upholstery is labor intensive, our expertise combined with volume production means the price will compare favorably to having your badly deteriorated original seats recovered by a local specialist. All seats will be upholstered to order only, so please allow 6 to 8 weeks for delivery. Sets include both left and right seats. (Mounting hardware not included.)



$1834.95

Black with Black Piping	Black with Red Piping	Black with White Piping
641-178	641-188	641-198
Black with Blue Piping	**Red with Black Piping**	**Red with White Piping**
641-208	641-218	641-228
Red with Red Piping	**Tan with Tan Piping**	**Honey Tan w/ H. Tan Piping**
641-238	641-248	641-258

Black with Black Piping	Black with Red Piping	Black with White Piping	Black with Blue Piping	Red with Black Piping	Red with White Piping	Red with Red Piping	Tan with Tan Piping	Honey Tan w/ H. Tan Piping	
1962 - '69 Front Seat Kits									
1962 - '68 Leather (Fits Roadster to (c)158370 and GT to (c)158230.)									
641-170	641-180	641-190	641-200	641-210	641-220	641-230*	641-235	641-237	$749.95
1969 Leather (Fits Roadster from (c)158371 to 187210 & GT from (c)158231 to 187840.)									
641-310	641-320*	641-330*	641-340*	641-350*	641-360*	641-370*	641-375*	641-377	$824.95
1962 - '68 Vinyl (Fits Roadster to (c)158370 and GT to (c)158230.)									
641-100	641-110	641-120	641-130*	641-140*	641-150*	641-160*	641-165	641-167	$344.95
1969 Vinyl (Fits Roadster from (c)158371 to 187210 & GT from (c)158231 to 187840.)									
641-240	641-250*	641-260	641-270*	641-280*	641-290*	641-300*	641-305*	641-307*	$449.95
1966 - '69 GT Rear Seat Kits									
1966 - '68 GT Leather (Fits to (c)158230.)									
643-210*	643-220*	643-230*	643-240*	643-250*	643-260*	643-270*	643-275*	643-277*	$689.95
1969 GT Leather (Fits from (c)158231 to 187840.)									
641-450*	641-460*	641-470*	641-480*	641-490*	641-500*	641-510*	641-515*	641-517*	$649.95
1966 - '68 GT Vinyl (Fits to (c)158230.)									
643-140*	643-150*	643-160	643-170	643-180*	643-190*	643-200*	643-205*	643-207*	$327.95
1969 GT Vinyl (Fits from (c)158231 to 187840.)									
641-380*	641-390*	641-400*	641-410*	641-420*	641-430*	641-440*	641-445*	641-447*	$359.95
1962 - '69 Panel Kits									
1962 - '65 Roadster Vinyl (Fits to (b)57985.)									
643-280	643-290	643-300	643-310*	643-320	643-330	643-340*	643-345	643-347	$408.95
1966 - '67 Roadster Vinyl (Fits from (b)57986 to (c)138400.)									
643-350	643-360	643-370	643-380*	643-390	643-400	643-410*	643-415	643-417	$409.95
1968 - '69 Roadster Vinyl (Fits from (c)138401 to 187210.)									
643-490	643-500	643-510	643-520*	643-530	643-540	643-550	643-555	643-557	$409.95
1966 - '67 GT Vinyl (Fits to (c)139471.)									
643-420*	643-430	643-440	643-450*	643-460*	643-470*	643-480*	643-485*	643-487*	$409.95
1968 - '69 GT Vinyl (Fits from (c)139472 to 187840.)									
643-560	643-570	643-580	643-590*	643-600*	643-610	643-620*	643-625*	643-627	$419.95

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1970-'80 Seat & Panel Kits



Photo shows an original 1980 interior

Original Style Upholstery
Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels, and we supply the correct fabric inserts in the late GT seat kits.
If you wish to re-do your interior to your individual taste, the three different styles of panels kits are completely interchangeable.
Seat kits interchangeability is more complicated. The basic seat frame was unchanged from 1970-'80, but cushion and headrest design changed. 1970-'72 seats can be fitted with the later foam seat cushions, then covered with the 1973-'76 covering kits. MGB-GT seats from 1973 on had nylon fabric inserts. The fabric seat kits will fit 1973 -'76 roadsters or 1970-'72 roadsters equipped with the later-style seat cushions.
Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, door window brush seals, and sufficient vinyl to cover the roadster cockpit and door top rails.
Material samples may be had by ordering our free sample card #878-120.
All front seat kits include covers for both front seats, including headrest covers.
Note: Champagne (beige) replaced Autumn Leaf from '78 on.

***NOTE: Items with an asterisk are special order, and require pre-payment. Special order items are NOT returnable.**

Complete Interior Packages
Refurbish your entire interior and save at the same time with one of our complete interior packages! While the panels and seat kits are of the 1973-'76 pattern, they fit and look great on all 1970-'80 MGBs.
These kits include: panel kit, seat kit, carpet kit, door top cap set, center console lid, door panel clip set, armrests, gearshift boot, seat back and cushion foams, seat back panel boards, headrests, & seat webbing kits. Black and Autumn Leaf packages also include black door seal sets.

Black Interior Package (vinyl)	111-608	$1859.95
Autumn Leaf Interior Package (vinyl)	111-708	$1859.95
Light Tan Interior Package (vinyl)	111-808	$1699.95
Light Tan Interior Package (leather seats)	111-809	$2195.95

Custom Deluxe Upholstery



As many owners of 1970-'80 MGBs want to improve the appearance of the original vinyl interiors, we offer our Custom Deluxe Interior Kits, which emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers are carefully stitched for exact fit and plush contour, giving your seats a feel of true luxury. Door panels are stitched rather than heat-welded to complement the the seats.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadsters, rear deck insert panels for GTs, new door window brush seals, and leather to cover roadster door top rails. We recommend using the early style fur-fabric/rubber door seal to match the appearance of the rest of your interior. (See page 102 for door seals.) We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit. **Material samples may be had by ordering free sample card #878-900.**
***NOTE: Items with an asterisk are special order, and require pre-payment. Special order items are NOT returnable.**
NB: Leather seats have leather on the front seating surfaces - skirts, sides and backs are vinyl.

	Black with Black Piping	*Black with Red Piping*	*Black with White Piping*	*Red with Red Piping*	*Tan with Tan Piping*	*Honey Tan w/ H. Tan Piping*	
1970-'80 Leather Custom Deluxe Front Seat Kits							
1970-'72 (Fits Roadster (c)l87211 to 294250 and GT (c)187841 to 296000.)	641-700	641-705	641-710*	641-715*	641-720	641-722*	$869.95
1973-'76 (Fits Roadster (c)294251 to 410000 and GT (c)296001 on.)	641-725	641-730	641-735	641-740*	641-745	641-747*	$959.95
1977-'80 (Fits Roadster from (c)4l000l on.)	641-750	641-755	641-760*	641-765*	641-770	641-772*	$999.95
1970-'76 Leather Custom Deluxe Rear Seat Kits							
1970-'76 (Fits GT from (c)l87841 on.)	641-850	641-855*	641-860*	641-865*	641-870	641-872*	$569.95
1970-'80 Vinyl Custom Deluxe Panel Kits							
1970-'80 (Fits Roadster from (c)l87211 on.)	643-750	643-760	643-770	643-780*	643-790	643-792*	$499.95
1970-'76 (Fits GT from (c)l87841 on.)	643-800*	643-810*	643-820*	643-830*	643-840*	643-842*	$489.95

1971 - '80 Original Style Door Panel Pairs

643-631	$139.95	DOOR PANEL PAIR, black	1971-'76	1
643-671	$129.95	DOOR PANEL PAIR, black	1977-'80	1

	Black	*Navy*	*Ochre*	*Autumn Leaf*	*Champagne*	
1970 - '80 Original Style Front Seat Kits						
1970 - '72 Vinyl (Roadsters from (c)187211 to 294250 & GT from (c)187841 to 296000.)	641-520	NA	NA	641-550	-	$479.95
1973 - '76 Vinyl (Fits Roadsters from (c)297251)	641-560	NA	NA	641-590	-	$538.95
1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)	641-600	NA	NA	641-630	641-525	$489.95
1973 - '76 Fabric (Fits GTs from (c)296001 on.)	641-680	NA	-	641-685	-	$504.95
1970 - '76 Original Style GT Rear Seat Kits						
1970 - '76 Vinyl (Fits GTs from (c)187841 on.)	641-640	NA	NA	641-670	-	$314.95
1973 - '76 Fabric (Fits GTs from (c)296001 on.)	641-690	NA	NA	641-695*	-	$309.95
1970 - '80 Original Style Panel Kits						
1970 Vinyl (Fits Roadsters from (c)187211 to 219020.)	643-635	NA	NA	-	-	$362.95
1970 Vinyl (Fits GTs from (c)187841 to 219354.)	643-645*	NA	NA	-	-	$362.95
1971 - '76 Vinyl (Fits Roadsters from (c)219021 to 410000.)	643-630	643-640	NA	643-660	-	$362.95
1971 - '76 Vinyl (Fits GTs from (c)219355 on.)	643-710	643-720	NA	643-740	-	$362.95
1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)	643-670	NA	NA	643-700	643-705	$362.95
1970 - '80 Original Style Headrests						
1970 - '72 Vinyl (Eared type with perforated vinyl.)	649-100	NA	NA	649-130	-	$90.95
1973 - '76 Vinyl (Eared type with plain vinyl.)	649-140	649-150	NA	649-170	-	$90.95
1977 - '80 Vinyl (Teardrop type.)	641-607	641-615*	NA	641-636	641-535	$90.95

Tonneau Covers



Robbins Tonneau Covers

Our tonneau covers are tailored for left-hand drive cars only. Supplied complete with all necessary snaps.

Vinyl	Black		White	
1962 to '67 Tonneau w/o headrest pockets	241-440	$307.95	241-450	$307.95
1968 to '70 Tonneau w/o headrest pockets	241-443	$307.95	241-453	$307.95
1971 to '80 Tonneau w/o headrest pockets	241-445	$296.95	241-455	$279.95
1969 Tonneau with headrest pockets	241-460	$317.95	241-470	$317.95
1970 to '80 Tonneau with headrest pockets	241-465	$317.95	241-475	$317.95
Stayfast Canvas	**Black**		**Tan**	
1962 to '67 Tonneau w/o headrest pockets	241-441	$593.95	241-451	$593.95
1968 to '70 Tonneau w/o headrest pockets	241-444	$593.95	241-454	$593.95
1971 to '80 Tonneau w/o headrest pockets	241-446	$582.95	241-456	$582.95
1970 to '80 Tonneau with headrest pockets	241-466	$649.95	241-476	$649.95

Note for tonneaus without headrest pockets: The 1962 - '67 tonneau fits up to (c)138400. The 1968 through '70 tonneau fits from (c)138401 to (c)219020. 1971 to '80 tonneaus fit from (c)219021 on.

Note for tonneaus with headrest pockets: The 1969 tonneau fits from (c)158371 to (c)187210. 1970 to '80 tonneaus fit from (c)187211 on.



Top Frame Covers

Our top frame covers come with all necessary snaps.

	Black	
1962 to '70 Top Cover (for optional folding top frame only)	241-480	NA
1971 to '80 Top Cover (with seat belt anchor holes)	241-505	$339.95
1971 to '80 Top Cover (no seat belt anchor holes)	241-485	$235.95

Top, Tonneau & Jack Stowage Bags

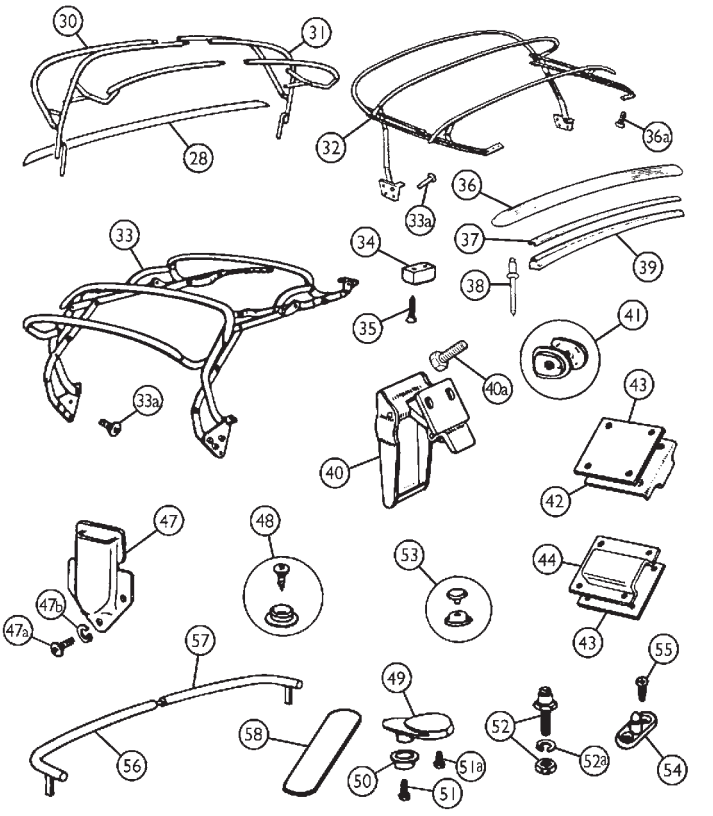
Keep your various stow-away components safely and attractively tucked away when they're not in use. Our stowage bags are made to factory specifications, from the original black vinyl-coated jute material.

Tonneau Bow Stowage Bag	242-625	$37.95
Tonneau Cover Stowage Bag (Orig. size for original tonneau covers)	242-605	$44.95
Tonneau Cover Stowage Bag (Sized to fit bulkier aftermarket tonneau covers)	242-610	$54.95
Stow-away Top Bag	242-600	$67.25
Stow-away Top Frame Bag	242-615	$89.95
Jack & Tool Stowage Bag	386-930	$39.25
Strap, trunk floor	385-955	$9.45









No.	Part No.	Price (each)	Description	Application	Qty. Req.
Top Frames and Hardware					
28	244-210	$19.75	ANCHOR BAR, rear of top		1
30	454-490	$299.95	TOP FRAME, R/H, stow-away	RD to (c)219000, thru `70	1
31	454-500	$299.95	TOP FRAME, L/H, stow-away	RD to (c)219000, thru `70	1
32	406-270	NA	TOP FRAME, folding, optional	RD to (b)19484, approx.	1
	406-280	$399.95	TOP FRAME, folding, optional	RD from (b)19485 to (c)219000	1
33	406-290	$279.95	TOP FRAME, folding, standard	RD from (c)219001 on	1
	Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.				
33a	314-000	$0.55	SCREW, top frame to body	all RD with folding frame	6
34	406-260	$1.45	PAD, header rail	RD	2
35	323-635	$0.35	SCREW	RD	4
36	406-250	$199.95	HEADER RAIL	RD	1
36a	323-250	$0.50	SCREW, header rail to frame	RD	6
37	453-600	$10.95	RETAINER, header rail seal	RD	1
38	325-288	$1.95	RIVET SET, 15 pc., retainer to rail	RD	1
39	453-610	$14.95	SEAL, header rail	RD	1
40	*	NA	CLAMP, header rail	RD to (c)38387	1
	*	NA	CLAMP, header rail	RD from (c)38388 to 138400	2
	*Not available - use 406-230 as replacement				
	406-230	$39.95	CLAMP, header rail	RD from (c)138401 to 219000	2
	406-240	$41.75	CLAMP, header rail	RD from (c)219001 on	2
40a	466-385	$0.60	BOLT, header rail clamps	RD	4
41	226-308	$1.30	FASTENER, "Lift-the-Dot"	RD	A/R
42	472-325	$1.95	TONGUE, top, tonneau & top boot	RD	2
43	472-320	$1.70	BACKPLATE, tongue & socket	RD	4
44	472-310	$1.95	SOCKET for no. 42	RD	2
47	472-330	$11.95	SOCKET, top frame/tonneau bow, chrome	RD	2
	472-333	$19.95	SOCKET, tonneau bow, black	RD	2
47a	323-001	$1.55	SCREW, chromed (3/4")	RD stow-away tops	6
	314-000	$0.55	SCREW, zinc plated (7/8")	RD folding tops	6
47b	324-020	$0.25	LOCKWASHER	RD	6
48	226-800	$0.60	SNAP STUD, w/screw	RD	A/R
49	470-747	$4.95	RETAINER, top rear	RD	2
50	470-757	$1.95	WASHER, cup	RD	2
51	314-010	$0.30	SCREW, long, (3/8")	RD	2
51a		NA	SCREW, short (1/4")	RD	2
52	226-708	$1.45	STUD, w/nut	RD	A/R
52a	324-010	$0.25	LOCKWASHER	RD	A/R
53	227-108	$0.40	SNAP, female	RD	A/R
54	226-630	$1.95	STUD, Lift-the-Dot	RD	A/R
55	323-460	$0.30	SCREW, stud to rear heelboard	RD	A/R
	323-470	$0.85	SCREW, stud to dash top	RD	A/R
56	453-630	$29.95	TONNEAU BOW, R/H	RD	1
57	453-640	$29.95	TONNEAU BOW, L/H	RD	1
58	472-335	$2.85	BAR, tonneau retaining	RD	2

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N.B.: "Stow-away" refers to the 1962-'70 standard two piece top frame and top which do not fold down, but must be removed and stowed away when the top is not in use. "Folding frames" and associated tops collapse and fold down into the rear of the cockpit.

The 1962 & early '63 tops were fitted up to (b)19484. The late 1963 through '70 tops were fitted from (b)19485 to (c)219000. 1971 to '76 fixed rear window tops were fitted from (c)219001 through (c)410000.Tops from 1977 on have a zip-out rear window and are interchangeable with tops from 1971 through 1976, which have fixed rear windows.

Original Manufacturer Vinyl Tops

These are genuine English factory style double-coated vinyl tops, complete with header rail, seal, retainer, and all snaps pre-installed which makes installation a breeze! Although not identical to the factory material, the differences are minor and virtually undetectable. This is as close as you can get to original!

	Black	Price
1962 to early '63 TOP, folding frame (option)	NA	
1962 to '70 TOP, stow-away frame	250-040	$729.95
Late 1963 to '70 TOP, folding frame	250-000	$729.95
1971 to '76 TOP with fixed rear window	250-080	$729.95
1977 to '80 TOP with zip-out rear window	250-130	$769.95

Robbins English "Everflex" Vinyl Tops

These tops are equal to the original tops in all respects! The genuine English Everflex used in these is accepted as original for all MGBs. Tops are supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar, #244-210.

	Black	Price
1962-early '63 TOP, folding top frame (option)	242-632	$554.95
1962-'70 TOP, stow-away top frame	242-652	$554.95
Late 1963-'70 TOP, stow-away, zip-out window	242-667	$649.95
Late 1963-'70 TOP, folding top frame	242-642	$554.95
1971 - '76 TOP, fixed rear window	242-647	$569.95
1977 - '80 TOP, zip-out rear window	242-657	$569.95

Robbins Crush Grain Vinyl Tops

The absolute best in American vinyl replacement tops! Tops are supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar, #244-210.

	Black	Price	Tan	Price	White	Price
1962-early '63 TOP, folding top frame (option)	242-630	$307.95	NA		NA	
1962-'70 TOP, stow-away top frame	242-650	$312.95	242-280	$312.95	242-680	$312.95
Late 1963-'70 TOP, stow-away, zip-out window	242-665	$409.95	NA		NA	
Late 1963-'70 TOP, folding top frame	242-640	$312.95	NA		242-670	$312.95
1971 - '76 TOP, fixed rear window	242-645	$317.95	NA		242-690	$317.95
1977 - '80 TOP, zip-out rear window	242-655	$328.95	242-295	$328.95	242-695	$328.95

English Dull-Coat Vinyl Top

We have inspected and installed a number of the so-called "budget" tops on the market and feel this quality British-made one is the best of the bunch. Features include a zip-out rear window and fully installed snaps. The rugged British dull-coat vinyl is significantly heavier than other budget tops and all seams are stitched and welded for maximum strength. All at a very attractive price! Black only, header rail not included.

1971 to '80 Top with zip-out rear window 242-685 $499.95



Deluxe Stayfast Canvas Tops

In the tradition of the finest European sports cars, we are proud to offer these premium quality Robbins acrylic canvas convertible tops. The unique solution-dyed material is extremely fade-resistant , engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing or shrinking. Engineered for the easiest possible installation, these tops incorporate zip out rear windows.

1962-'70 stow-away Black Canvas Top	242-990	$739.95
1962-'70 stow-away Tan Canvas Top	242-995	$739.95
1971-'80 Black Canvas Top	242-740	$649.95
1971-80 Tan Canvas Top	242-745	$649.95

NOTE: ALL TOPS ON THIS PAGE INCLUDE FRONT CORNER SNAPS, BUT THEY ARE NOT INSTALLED SO YOU CAN ACHIEVE A PERFECT FIT.





'71-'80 Cabriolet Tops

Deluxe UK produced "cabriolet" tops borrow from the German style of padded tops with a full headliner. The thick insulation provides effective noise reduction while the light colored headliner covers the top frame and brightens your interior. The cabriolet top has been carefully engineered to fold as easily as your original top, and it incorporates a zip out rear window for added flexibility. Available in premium quality British dull coat vinyl, or extremely durable Stayfast solution dyed acrylic fabric. Headliners are an attractive light tan color. Installation instructions are included.

Black Stayfast Acrylic Top	242-795	$1195.95
Black Vinyl Top	242-775	$899.95
Brown Stayfast Acrylic Top	242-785	$1699.95

MGC Engine / Cooling

No.	Part No.	Price (each)	Description	Application	Qty. Req.
EXTERNAL ENGINE					
	220-550	$20.95	ENGINE PAINT, correct light green		A/R
	328-235	$0.95	CORE PLUG, cupped 1 5/8"		1
	328-265	$1.95	CORE PLUG, cupped 1 5/16"		4
	780-940	$22.95	STUD, cylinder head, long		7
		NA	STUD, cylinder head, medium		2
	780-950	$22.95	STUD, cylinder head, short		5
	310-940	$2.15	NUT, cylinder head		14
	780-632	$1.95	WASHER, cylinder head stud		14
	535-111	$3.95	OIL SEAL, crank, front		1
	120-820	$6.75	OIL SEAL, crank, rear, stock type		1
	120-821	$21.95	OIL SEAL, crank, rear, upgraded		1
	328-460	$13.95	PLUG, oil drain		1
	328-461	$22.95	PLUG, oil drain, magnetic (with sealing washer)		1
	376-180	$14.95	OIL FLEX LINE, block to sender		1
	780-091	$64.95	ENGINE MOUNT, front		2
	780-800	$9.95	MOUNT, transmission		2
GASKETS					
	780-160	$109.95	GASKET SET, head		1
	780-623	$10.95	GASKET, manifold		1
	780-419	$10.95	GASKET, valve cover		1
	780-323	$58.95	GASKET, head		1
	780-238	$54.95	GASKET SET, lower		1
	296-374	$3.95	GASKET, front side cover		1
	296-375	$2.95	GASKET, side cover		2
	780-530	NA	GASKET, timing cover		1
	780-525	$13.50	GASKET, oil pan		1
	434-261	$0.65	GASKET, water pump		1
INTERNAL ENGINE					
	535-111	$3.95	OIL SEAL, crank, front		1
	780-530	NA	GASKET, timing cover		1
	780-535	$69.95	NUT, crank pulley		1
	837-090	$5.95	LOCKTAB		1
	780-540	$62.95	CRANKSHAFT SPROCKET		1
	031-207	$3.35	PACKING WASHER		A/R
	327-160	$2.95	KEY		2
	011-139	$19.95	TENSIONER ASSEMBLY		1
		NA	DAMPER, chain		1
	832-001	$44.95	TIMING CHAIN, heavy duty upgrade	MORE INFO ONLINE	1
	832-000	$12.95	TIMING CHAIN		1
	780-542	$92.55	CAMSHAFT SPROCKET		1
	310-950	$8.85	NUT, camshaft gear		1
	031-211	$2.75	LOCKWASHER, camshaft gear		1
	780-009	$136.95	CAM BEARING SET		1
	330-420	$5.95	SPIGOT BUSH, manual		1
	330-421	NA	SPIGOT BUSH, automatic		1
	780-010	$119.95	MAIN BEARING SET, std.		1
	780-011	$119.95	MAIN BEARING SET, .010		1
	780-012	$119.95	MAIN BEARING SET, .020		1
	780-013	$119.95	MAIN BEARING SET, .030		1
	780-014	$114.00	MAIN BEARING SET, .040		1
	555-130	$11.95	THRUSTWASHER SET, std.		1
	828-020	NA	THRUSTWASHER SET, .005		1
	828-022	NA	THRUSTWASHER SET, .010		1
	190-055	NA	RING GEAR		1
	460-715	$1.95	WASHER, lock		1
	325-045	$3.65	DOWEL, small		1
	021-296	$379.95	PISTON SET, std.		1
	021-300	$379.95	PISTON SET, .020		1
	021-298	$379.95	PISTON SET, .030	5-ring pistons	1
	021-297	$379.95	PISTON SET, .040		1
	021-299	$379.95	PISTON SET, .060		1
	817-700†	$96.25	PISTON RING SET, std. (5 ring)		1
	817-720*	$164.95	PISTON RING SET, .020 (5 ring)	These fit original pistons	1
	817-730†	$96.25	PISTON RING SET, .030 (5 ring)	and pistons above with	1
	817-740*	$164.95	PISTON RING SET, .040 (5 ring)	0.078" thick rings.	1
	817-760†	$96.25	PISTON RING SET, .060 (5 ring)		1
	567-180†	$98.95	PISTON RING SET, std. (4 ring)		1
	021-321†	$98.95	PISTON RING SET, .020 (4 ring)	These fit some older	1
	021-322†	$98.95	PISTON RING SET, .030 (4 ring)	replacement pistons.	1
	021-323†	$98.95	PISTON RING SET, .040 (4 ring)	Ring thickness = 0.094"	1
	021-324	NA	PISTON RING SET, .060 (4 ring)		1

† Hastings Brand * Deves brand

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	326-000	$1.20	CIRCLIP		12
	829-010	$3.95	BUSH, connecting rod		6
	780-930	$18.95	BOLT, connecting rod		2
	021-638	$3.45	NUT, connecting rod		12
	780-015	$99.95	ROD BEARING SET, std.		1
	780-016	$99.95	ROD BEARING SET, .010		1
	780-017	NA	ROD BEARING SET, .020		1
	780-018	$99.95	ROD BEARING SET, .030		1
	780-019	$84.00	ROD BEARING SET, .040		1
	780-510	$347.95	ROTOR KIT, oil pump		1
	780-515	$144.95	OIL PRESSURE RELIEF VALVE		1
CYLINDER HEAD					
	328-265	$1.95	CORE PLUG		1
		NA	CORE PLUG		4
	780-419	$10.95	GASKET, valve cover		1
	780-323	$58.95	GASKET, head		1
	780-126	$4.95	CAP, water filler		1
		NA	GASKET, filler neck		1
	292-101	$1.45	GASKET, water elbow, "Klingersil"	MORE INFO ONLINE	1
	780-932	$2.20	STUD, water elbow		2
	071-226	$6.95	THERMOSTAT, 180		1
	071-232	$9.90	THERMOSTAT, 165		1
	071-230	$8.95	THERMOSTAT, 190		1
	760-180	$7.75	TEMPERATURE SENDER		1
	475-130	$2.50	STUD, manifold		15
	310-985	$2.15	NUT, manifold		15
	324-655	$0.55	WASHER, manifold		5
	460-125	$6.85	CAP, oil filler, non-vented		1
	780-500	$18.95	VALVE, intake		6
	780-505	$22.95	VALVE, exhaust		6
	423-250	$2.15	GUIDE, valve		12
	021-029	$46.95	SPRING SET, valve		1
	460-195	$4.95	CUP, valve spring		12
	460-215	$1.75	VALVE COTTER		24
	780-545	$59.95	ROCKER SHAFT		1
	780-550	$4.95	BUSHING, rocker arm		12
	780-555	$7.80	TAPPET		12
OIL SYSTEM					
	780-560	$3.95	GASKET, oil filter housing		1
	950-080	NA	FILTER, "Crosland brand"		1
	950-580	$5.95	FILTER, various manufacturers		1
	435-347	$1.95	SEAL, cannister to head		1
	324-800	$0.95	WASHER, adapter		2
	780-565	$39.95	OIL HOSE, inner, long		1
	282-975	$1.95	GROMMET, inner hose		1
	780-570	$42.35	OIL HOSE, outer, short		1
	235-988	$4.95	STRAP ASSEMBLY, hose		1
	235-925	$74.95	OIL RADIATOR, 13 row		1
	131-580	$104.95	OIL PRESSURE SENDING UNIT		1
COOLING					
	780-350	$359.95	RADIATOR		1
	434-260	$109.95	WATER PUMP, new		1
	434-261	$0.65	GASKET, water pump		1
	780-359	$9.75	HOSE, top		1
	780-360	$26.95	HOSE, lower		1
	780-361	$10.95	HOSE, by-pass		1
	780-264	$15.95	FAN BELT		1
		NA	AIR PUMP BELT		1
	780-126	$4.95	CAP, filler		1
	459-695	$4.95	CAP, expansion tank		1
	760-180	$7.75	SENDING UNIT, temp. gauge		1
	780-404	$21.95	SEAL, radiator shroud to hood		1
	780-410	$59.95	HEATER VALVE, early		1
	780-411	$49.95	HEATER VALVE, late		1

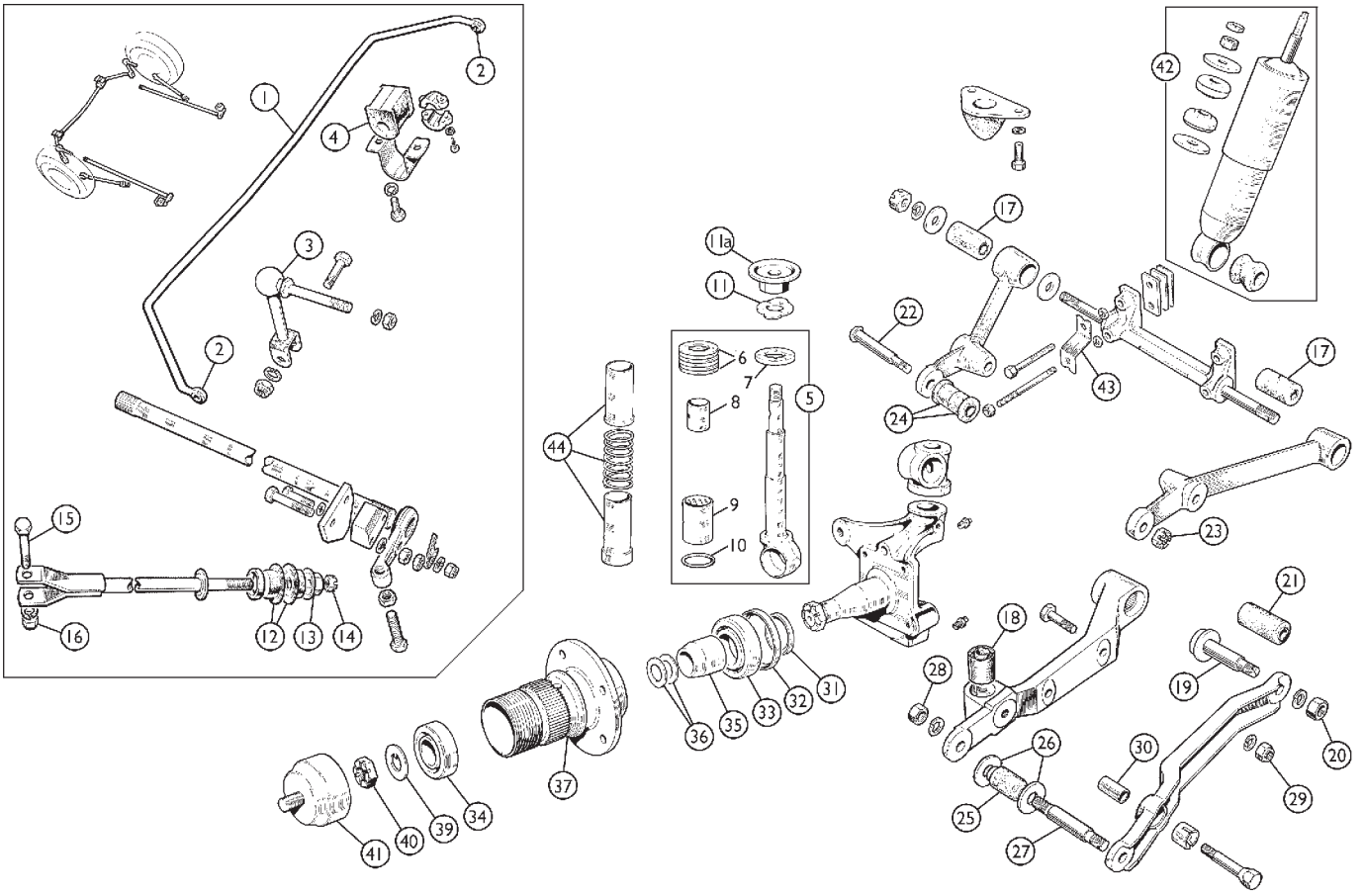
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
CARBURATION					
	780-020	$20.95	ACCELERATOR CABLE		1
	780-754	$21.95	CHOKE CABLE		1
	371-575*	$47.85	AIR CLEANER ELEMENT, K&N *		2
			*Original air filters are no longer available. These can be fitted to the original housing with some fiddling.		
	780-175	NA	BOLT, air filter		2
	374-276	$13.95	JET NEEDLE, standard (KM)	1968 AUD287	2
	374-396	$15.85	JET NEEDLE, standard (BAD)	1969 AUD 342	2
	021-081	$4.90	SPRING, piston, yellow		2
	378-300	$22.95	CAP & DAMPER		2
	780-430	$26.95	JET, front carburetor		1
	780-440	$25.95	JET, rear carburetor		1
	371-060	$11.95	NEEDLE & SEAT, Viton tip (SU)		2
	373-626	$12.95	NEEDLE & SEAT, Viton tip, aftermarket		2
	386-390	$10.95	GROSE-JET (replacement for needle & seat)		2
	378-470	$10.75	FLOAT		2
	372-520	$23.95	THROTTLE SHAFT, standard		2
	372-530	$23.95	THROTTLE SHAFT, oversize		2
	378-220	$15.25	THROTTLE DISC		2
	698-098	$4.95	CARBURETOR GASKET KIT		2
	780-548	$99.95	MASTER REBUILD KIT, for 2 carburetors		1
	780-070	$3.45	SPRING, throttle & choke return		3
	780-001	$129.95	FUEL PIPE KIT		1
EXHAUST					
	328-990	$1.80	STUD, manifold		6
	310-260	$0.95	NUT, brass		6
	470-230	$5.95	SEALING RING, pipe to manifold		2
	780-029	$234.95	HEAD PIPE, Stainless		1
	780-030	$479.95	REAR PIPE & MUFFLER ASS'Y., stainless		1
	780-028	NA	FITTING KIT, front pipe		1
	444-080	$2.85	MOUNTING, rubber		2
	444-090	$1.45	WASHER, head insulating		2
	470-138	$12.95	HANGER KIT, center mount		1
	412-080	$3.85	MOUNT, hanger		1
	470-130	$2.85	BUSH, hanger		2
	470-140	$2.40	HOUSING, hanger		1
	321-678	$1.10	BOLT SET, hanger		1
	780-031	$31.95	FITTING KIT, rear mount		1
	444-050	$5.85	BRACKET, rear mount		1
	444-070	$7.95	BRACKET, hanger		1
	444-170	$2.35	CLAMP, rear		2
	444-080	$2.85	MOUNTING, rubber		2
	444-090	$1.45	WASHER, head insulating		2
	780-035*	$439.95	PERFORMANCE EXHAUST, stainless MORE INFO ONLINE		1
			Single system with rear mounted muffler, requires "Y" piece		
	780-025*	$999.95	HEADER, requires "Y" piece MORE INFO ONLINE		1
	780-026*	$219.95	"Y" PIECE		1

* These items will require some modification to fit. Professional installation is recommended.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
CLUTCH					
	780-808	$227.95	CLUTCH KIT, Borg & Beck		1
	021-139	$149.95	PRESSURE PLATE , new		1
	780-805	$97.95	CLUTCH DISC, new		1
	501-020	$18.95	RELEASE BEARING		1
	190-570	$2.40	RETAINER, release bearing		2
	330-200	$1.60	BUSH, withdrawal lever		1
	190-550	$5.35	BOLT, withdrawal lever		1
	780-720	$82.95	SLAVE CYLINDER		1
	780-721	$7.95	REPAIR KIT, slave cylinder		1
	190-935	$8.95	PUSHROD, slave cylinder		1
		NA	CLEVIS PIN		1
	584-050	$17.95	CLUTCH HOSE		1
	310-070	$0.40	NUT, slave hose to pipe		1
	324-045	$0.30	LOCKWASHER		1
	324-730	$0.55	WASHER, hose to slave		1
	780-695	$129.95	CLUTCH MASTER CYLINDER		1
	596-210	$5.95	CAP, filler, metal		1
	180-990	$15.30	REPAIR KIT, master cylinder		1
BRAKES					
	780-725	NA	MASTER CYLINDER, remote reservoir		1
	780-735	NA	MASTER CYLINDER, integral reservoir		1
	780-731	$14.95	REPAIR KIT, brake master cylinder		1
		NA	SERVO ASSY., screw type		2
	021-164	$99.95	REPAIR KIT, servo		2
		NA	SERVO ASSY., crimp type		2
	780-205	$299.95	REPAIR KIT, servo		2
	021-205	$44.95	LEATHER SEAL, vacuum piston	orig. Girling servos	1
	981-173	$389.95	SERVO ASSY. Lockheed replacement		2
	021-173	$119.95	REPAIR KIT, Lockheed servo		2
	981-174	$239.95	SERVO ASSY., aftermarket replacement		2
	780-122	$9.75	SEAL, pedal box cover		1
	780-383	$11.95	SEAL, pedal box		1
	780-268	$8.30	SEAL, servo bracket		2
	780-998	$222.95	BRAKE PIPE SET	U.S.A. LHD	1
FRONT BRAKES					
	180-551	$129.95	CALIPER, R/H		1
	180-561	$129.95	CALIPER, L/H		1
	583-110	$15.75	REPAIR KIT, for 2 calipers	Replacement calipers	1
	582-005	$14.75	PISTON		4
	582-105	$29.95	PISTON, stainless steel		4
	583-000	$26.75	REPAIR KIT, TRW/Girling		1
	583-001	$28.95	REPAIR KIT, aftermarket		1
	582-000	$13.95	PISTON, caliper, mild steel	original calipers	4
	582-095	$29.95	PISTON, caliper, stainless steel		4
	583-820	$2.75	SEALING RING, caliper half		2
	582-050	$3.45	BLEEDER SCREW		2
	031-300	$0.40	CAP, bleeder screw		2
	582-155	$1.95	LOCKTAB, caliper		2
	780-376	$5.45	BOLT, caliper mounting		4
	585-600	NA	BRAKE PAD SET, "Hawk"	see color section at	1
	585-522	$39.95	BRAKE PAD SET, ceramic*	the front of this	1
	585-527	$29.95	BRAKE PAD SET, semi-metallic*	catalog for details.	1
			*Classic Gold" Brand		
	583-808	$10.95	PAD FITTING KIT		1
	582-035	$0.75	CLIP, pad pin		4
	586-620	$199.95	BRAKE ROTOR PAIR, slotted & drilled		1
	021-171	NA	BRAKE ROTOR, "Brembo" brand		2
	021-201	$32.95	BRAKE ROTOR, aftermarket		2
	021-162	$23.95	HOSE		2
	324-045	$0.30	LOCKWASHER		2
	310-070	$0.40	NUT		2
REAR BRAKES					
	780-635	$29.95	REAR WHEEL CYLINDER		2
	780-637	$21.95	REAR WHEEL CYLINDER, aftermarket		2
	780-636	$14.45	REPAIR KIT		2
	180-100	$1.25	BLEED SCREW		2
	031-300	$0.40	CAP, bleed screw		2
	583-195	$18.25	FITTING KIT, for 2 wheel cylinders		1
	583-200	NA	PLATE, wheel cylinder retaining, outer		2
	583-190	NA	PLATE, wheel cylinder retaining, inner		2
	780-760	$19.95	DUST COVER		2
	780-741	$47.75	BRAKE SHOE SET, axle set		1
	780-820	$12.35	SPRING, shoe return, cyl. end		2
	780-830	NA	SPRING, shoe return, abutment end		2
	780-890	$1.85	WASHER, shoe hold down		4
	780-840	$3.20	PIN, shoe hold down		4
	780-842	NA	SPRING, shoe hold down		4
	780-862	$59.95	BRAKE DRUM		2
	323-255	$0.70	SCREW, drum to hub		4
	328-390	$0.85	PLUG		2
	584-045	$29.95	HOSE, flexible		1
	584-046	$15.75	HOSE, flexible, aftermarket		1
	324-045	$0.30	LOCKWASHER		1
	310-070	$0.40	NUT		1
	324-730	$0.55	WASHER, copper		1
HANDBRAKE					
	780-179	$23.75	HANDBRAKE CABLE, wire wheel		1
	331-555	NA	HANDBRAKE CABLE, disc wheel		1

MGC Steering / Suspension



No.	Part No.	Price (each)	Description	Application	Qty. Req.
STEERING					
	453-621	$289.95	RACK & PINION ASS'Y.		1
	263-390	$16.95	TIE ROD END PAIR		1
	780-380	$8.95	GAITER		2
FRONT SUSPENSION ASSEMBLY					
1		NA	SWAY BAR, stock, 5/8"		1
	454-946	$199.95	SWAY BAR 3/4"		1
	454-956	$199.95	SWAY BAR 7/8"		1
2	280-910	$3.75	BUSH, sway bar		2
3	264-846	$49.95	LINK, sway bar		2
4	280-921	$3.95	RUBBER MOUNT, 5/8" sway bar		2
5	780-418	NA	KING PIN SET		1
6	264-920	$4.95	THRUST WASHER		2
7	264-925	NA	ADJUSTMENT WASHER, .052 -.057"		A/R
	264-930	$1.95	ADJUSTMENT WASHER, .058 - .063"		A/R
	264-935	$1.95	ADJUSTMENT WASHER, .064 - .069"		A/R
8	330-401	$5.95	BUSH, upper		2
9	330-411	$7.25	BUSH, lower		2
10	264-942	$0.60	O RING, king pin		2
11	780-415	$4.75	LOCKTAB, king pin (later round type without "ears")		
11a	780-416	$22.95	NUT with reaction pad		2
12	780-406	$2.90	BUSH, tie bar		4
13	780-073	NA	NUT, tie bar		2
14	310-410	$1.65	NUT		2
15	780-147	$3.25	BOLT		2
16	021-634	$0.75	NUT, self-locking		2
17	780-310	$12.45	BUSH, upper A Arm		4
18	780-827	$39.95	BUSH, tie rod, outer		2
19	780-650	$52.55	FULCRUM, inner		2
20	310-380	$0.45	NUT		2
21	780-653	NA	BUSH, fulcrum, stock type		2
	683-052	$54.95	BUSH SET, fulcrum, polyurethane		1
22	263-440	$3.25	FULCRUM PIN		2
23	310-330	$1.20	NUT		2
24	282-305	$3.45	BEARING, fulcrum pin		4

No.	Part No.	Price (each)	Description	Application	Qty. Req.
25	780-722	$9.80	BUSH, lower		2
26	780-724	$2.20	SPACER, lower		4
27	780-081	$14.95	STUD, bottom		2
28	310-380	$0.45	NUT		4
29	310-240	$0.70	NUT, lock		4
30		NA	DISTANCE PIECE, lower		2
31	264-950	$19.85	COLLAR, oil seal		2
	125-840	$16.75	BEARING KIT		2
32	120-610	$2.75	OIL SEAL, hub		2
33	126-000	$9.95	BEARING, inner hub		2
34	126-100	$7.75	BEARING, outer hub		2
35	264-620	$15.95	SPACER, bearing		2
36	263-500	$0.95	SHIM, front hub .003"		A/R
	263-510	$0.95	SHIM, front hub .005"		A/R
	263-520	$0.95	SHIM, front hub .010"		A/R
	263-525	$0.95	SHIM, front hub .030"		A/R
37	780-870	$129.95	HUB, R/H, wire wheel		1
	780-880	$129.95	HUB, L/H, wire wheel		1
39	264-955	$1.45	WASHER, bearing retaining		2
40	310-820	$5.95	NUT, bearing retaining		2
41	264-120	$11.95	CUP, grease retaining, disc wheel		2
	662-030	$5.95	CUP, grease retaining, wire wheel		2
42	780-121	$32.95	SHOCK		2
	264-691	$169.95	SHOCK, Spax adjustable		2
43	780-315	$6.20	LOCKTAB, upper fulcrum pin		4
44	780-428	$59.95	DUST TUBE KIT (plastic replacement)	MORE INFO ONLINE	2
WHEELS					
	454-665	$326.95	WIRE WHEEL, painted 72 spoke		5
	454-660	$458.95	WIRE WHEEL, chome 72 spoke		5
	462-730	$39.95	KNOCK-OFF, octagonal, L/H		2
	462-740	$39.95	KNOCK-OFF, octagonal, R/H		2
	386-030	$7.95	KNOCK-OFF WRENCH		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
REAR AXLE / SUSPENSION					
	780-900	$139.95	HUB, R/H, wire wheel		1
	780-910	$139.95	HUB, L/H, wire wheel		1
	780-915	NA	SPRING, rear	roadster	2
	780-920	$149.95	SPRING, rear	GT	2
ELECTRICAL					
	780-210	$179.95	STARTER, rebuilt, exchange		1
		$150.00	CORE CHARGE for starter		
	149-620	$15.95	BRUSH SET		1
	131-400	$78.85	SOLENOID		1
	130-100	$117.95	ALTERNATOR, new (replacement)		1
	NOTE: This alternator replaces the original early remote regulator unit				
	540-280	$7.95	PLUG KIT, terminal conversion		1
	130-440	$68.75	CONTROL UNIT, original alternator		1
		NA	DISTRIBUTOR 41201		1
	560-145	$19.95	CAP, distributor, Lucas		1
	560-125	$8.75	CAP, distributor, aftermarket		1
	872-785	$9.95	ROTOR, premium replacement		1
	872-790	$4.95	ROTOR, Lucas		1
	872-795	$4.45	ROTOR, aftermarket		1
	152-220	$10.95	POINTS & CONDENSER SET, Lucas		1
	152-221	$7.25	POINTS & CONDENSER SET, aftermarket		1
	151-720	$4.75	POINT SET, Lucas		1
	153-900	$4.35	POINT SET, aftermarket		1
	151-730	$5.45	CONDENSER, Lucas		1
	154-000	$2.45	CONDENSER, aftermarket		1
	153-640	$4.35	TERMINAL & LEAD		1
	163-675	$98.90	VACUUM ADVANCE UNIT		1
	222-415	$99.95	PERTRONIX IGNITOR	Fits original 25D6 distributor	1
	543-040	$384.95	MALLORY DUAL POINT DISTRIBUTOR		1
	543-045	$647.95	MALLORY UNILITE ELECTRONIC DISTRIBUTOR		1
	143-220	$36.95	COIL, ignition, Lucas		1
	143-221	$17.95	COIL, ignition, aftermarket		1
	143-200	$32.75	LUCAS SPORTS COIL, heavy duty		1
	171-665	$39.95	IGNITION WIRE SET		1
	152-130	$3.45	SPARK PLUG		6
BODY					
	457-235	NA	HOOD, aluminum		1
	457-205	$28.95	TRIM STRIP, chrome		1
	780-925	$39.95	INSULATING PAD SET		1
	780-076	$5.95	MGC BADGE, Roadster trunk		1
	780-303	$59.95	MGC GT LETTER SET, hatch		1
	780-000	$599.95	SEBRING GTS FENDER SET, fiberglass  Set includes front fenders and rear partial fenders. These panels are made in the UK and require major work to install. Please check our website for more information before ordering. Shipped by truck, freight collect.		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
ACCESSORIES					
	212-360	$44.95	WORKSHOP MANUAL		1
	213-800	$59.60	MECHANICAL PARTS CATALOG	Reprint of the factory parts catalog	1
	213-805	$59.55	BODY PARTS CATALOG	Reprint of the factory parts catalog	1
	213-810	$59.60	POWER UNIT PARTS CATALOG	Reprint of the factory parts catalog	1
	222-415	$99.95	PERTRONIX IGNITOR		1
	543-040	$384.95	MALLORY DUAL POINT DISTRIBUTOR		1
	543-045	$647.95	MALLORY UNILITE ELECTRONIC DISTRIBUTOR		1



MGC Polyurethane Suspension Bush Kit

Polyurethane lasts 2-3 times longer than stock rubber, is hard enough to eliminate 90% of unwanted suspension deflection, yet is flexible enough for a firm yet quiet ride. Kit includes bushes for: Top Trunnion, Outer Fulcrum, Top Wishbone, Front and Rear Tie Bars, Torsion Bar, Anti-roll Bar, Damper Eye, Damper Pin, Rear Spring Eye, Rear Spring Pad, and Rear Shackles.

780-918 $357.95

Background of the MGC

The MGC was firmly based on the MGB, and was intended as a replacement for the Austin-Healey 3000 which, by the time the MGC was announced in 1967, had had its day. It was powered by an in-line, six-cylinder, pushrod, OHV engine of 2912cc capacity that was capable of developing 150bhp. The bodyshell was essentially a basic MGB unit.

Both roadster and GT versions of the MGC were available, but the car was not received well by the press, despite the fact that it had a top speed approaching 120mph. They complained that its handling and acceleration were poor, and that it looked too much like the MGB. It was, however, a very good, long-legged touring car.

The MGC should have been one of the best-selling sports cars of all time, because in concept it offered a much improved performance over the MGB on which it was based, at a similarly low price. But sadly the MGC was to be very short lived, for in 1969 it was dropped from the MG range. No doubt that its poor reception by the press had affected sales, and by then MG had come within the British Leyland group, where Triumph products were looked upon with favour - and the MGC could have made life difficult for the Triumph TR6.

Engine & Suspension Differences

By the time the MGC was introduced, Abingdon had lost control of engine design to other sectors of the vast empire which was British Leyland. The MGC's new six-cylinder in-line engine turned out to be around 25kg too heavy, and the precious balance of the car - the foundation of every MG's fine handling characteristics - was destroyed. The car meant to replace the Austin-Healey 3000 had lost the Abingdon touch, but its other qualities have ensured that it is still much sought after today.

MG did it's best with the weighty problem of fitting the C-series engine into the MGB bodyshell. The main problem was that they were unable to place the engine as far back in the car as they would have liked to maintain the weight balance of the car, as it had to be able to accommodate the relatively bulky automatic transmission for the American market. Hence, the engine had to sit well forward in the engine space, which made the MGC very nose-heavy.

To accommodate the engine, some changes had to be made to the bodyshell and mechanics of the MGB. From the outside, the most obvious changes were the bulge in the bonnet and the 15 inch road wheels. The bonnet bulge was essential to clear the top of the long tall engine, and the larger radiator which it required. It was also found necessary that the front crossmember, upon which the suspension and engine were mounted in the MGB, had to be removed to clear the bottom of the engine, in particular the oil sump. This meant revising the front suspension from the original coil spring set-up of the MGB to one which used torsion bars as the springing medium. These ran back longitudinally, to a mounting point below the floor, to transfer the suspension stresses back to the centre of the reinforced bodyshell.

The rear suspension was essentially the same as the MGB, but a much stronger rear axle had to be fitted to accommodate the increase in power, and also the spring rates had to be increased both front and rear to accommodate the extra power and weight. There was also a new stronger, all synchromesh transmission for the same reason, and as with the B an optional automatic transmission.

The Demise of the MGC

When the first road test reports on the MGC appeared, MG engineers could not believe that the press had been driving the same cars which they had! The general handling of the car was panned by the press, it was said to suffer from terminal understeer, and to be an unworthy successor to the Austin-Healey, which had by now been discontinued. The press did not like the fact that it was so very similar to the MGB, and felt that it should have been a little more modern in its interior appointments.

However, there are few MGC's which would actually fail to get round a corner - the understeer is not "terminal". Looking at the weight balance of the car (53 : 47), will show that there is obviously a preponderance of weight at the front of the car, but this is less than most saloon cars of that period, and of most pseudo-sports cars.

It is likely that two factors contributed to the contemporary feeling that the car was nose-heavy. Firstly, the car looked like an MGB, and it was expected that everything else would be like the smaller car. Secondly, it is likely that the press were lulled into a false sense of security by the quiet and smooth running of the car, which was at a far better level than any other sports car to that date. These two points combined, and drivers found that they were travelling faster than they thought they were, with the result that the next corner would not have been "on" in any car!

The poor reception the press gave the MGC undoubtedly shortened its production life. Its introduction was soon followed by the formation of the British Leyland group, and the fact that the MGC and Triumph TR6 were competing for the same sector of the sports car market. There was considerable feeling against anything emanating from the old BMC part of the group at the time, and it took only a month or so for the board to make a decision on the future of the model. The MGC was dropped from the range in 1969, while the TR6 continued until 1976.

SCHEDULE OF CAR NUMBERS - MGC, 1966-69

Date	Roadster	GT	Notes
Nov 66	101	110	Pre-production, only 13 cars built in 1966
Oct 67	115	116	Pilot production
Nov 67	138	-	Start of roadster series production
Dec 67	-	638	Start of GT series production
Dec 67	580	754	Highest numbers issued in 1967 (1)
Jan 68	146	640	Lowest numbers issued in 1968 (1)
Oct 68	4266	-	Start of 1969 model roadster
Nov 68	-	4236	Start of 1969 model GT
Dec 68	6032	5884	Highest numbers issued in 1968 (1)
Jan 69	4793	4467	Lowest numbers issued in 1969 (1)
Aug 69	9099	9102	End of production

(1) Because of the overlap in car numbers it is not possible to say whether cars 146 to 754 were built in 1967 or 1968. Similarly, cars 4467 to 6032 might have been built in either 1968 or 1969. One of our readers Bertil Olsson , has number 156 which was built in 1967.



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Fuel consumption and Speed

0-60 10 secs
Overal fuel consumption 19.3 mpg
Top Speed 118-120mph (~193kph)

Chassis

Unit Construction body, welded steel constuction, all suspension mounts frame.
Wheelbase: 7ft 7in
Track Front: 4ft 1.00in
Rear: 4 ft 1.25in

Steering

Cam Gears rack & pinion system.
Turning circle: 34ft
Grade of oil: SAE 90

Brakes

Disc front, drum rear.
Disk size front: 11.06in
Drum size rear: 10in
Method of operation: Hydraulic, vacuum servo assisted as standard. Dual system for USA. Girling manufacture. Cable operated parking brake.

Wheels

Either steel disc bolt-on, or Rudge type wire spoked.
Rim size: 5J * 15
Tyre Size: 165 * 15
Tyre pressure: 21psi front, 24 psi rear

Engine

6 cylinder in line, pushrod ohv.
Bore: 83.36mm
Stroke: 78.90mm
Cubic capacity: 2912cc
Power output: 150bhp @ 5250rpm
Oil pressure: Approx. 60psi. 20psi at idle
Grade of oil: SAE 20/50
Sump Capacity: 7 quarts (without filter), 8 with. more..

Ignition Timing

20 deg @ 1000rpm
Distributor points gap: 0.015in
Sparking plugs: N9YC
Gap: 0.025in

Carburetter Type

Twin SU HS6
Jet size, main: 0.100
Needle recommendation: ST. (Spring loaded type: BAD)

Clutch

Borg & Beck Single dry plate
Material: Ferodo
Number of springs: Single Diaphragm

Gearbox

Four speed manual, synchromesh on all gears. Overdrive optional extra. Borg Warner 35 automatic gearbox was also available.
Ratios: Manual, Overdrive, B-W Auto
Overdrive (where fitted): 0.820
Top: 1.000, 1.000, 1.00-2.2
Third o/d (where fitted): 1.072
Third: 1.307, 1.307
Second: 2.058, 2.058, 1.45-3.1
First: 2.98, 2.98, 2.39-5.5
Reverse: 2.679, 2.679, 2.09-4.598
Grade of oil: XL 20/50
Capacity: 5.25 pints or 6 pints with overdrive, automatic gearbox capacity including oil cooler is 14.5 pints which includes 5 pints in the torque converter

Propellor Shaft

Open shaft, needle roller u/j at each end.

Final Drive

Live axle, hypoid bevel gears.
Ratio: Manual 3.07, o/d & auto 3.307
Later cars: Man 3.307, o/d 3.70
MPH/1000rpm: Manual Top: 24, o/d: 27
Later cars: Top: 22.1, o/d: 24, Auto: 22
Grade of oil: SAE 90EP
Capacity: 1.5 pints

Cooling System

Pressurised, thermostatic control, pump assisted.

Fuel Tank Capacity

Approx. 12 gallons. Tank located at rear of car under boot floor.

Body Styles

Tourer, GT

Numbers built:

Year	Roadster	GT
1966	9	4
1967	182	38
1968	2596	2491
1969	1757	1925
Total	4544	4458

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Tech Tips

Our thanks to John Twist of Grand Rapids, Michigan for providing the following words of wisdom regarding electrical trouble-shooting, and for making sense out of standard Lucas wiring harness color coding applicable to all MGBs and most British post-World War II vehicles.

Sorting out electrical problems requires a step-by-step, methodical approach. It is necessary to identify the problem, examine the wiring diagram, then trace the circuit, connection to connection (usually from the hot side), until the problem is found.

A quarter of all electrical problems arise from faulty battery connections; another quarter from a dirty fuse box.

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 the loom. There is no reason to cut through the PVC tape.

It may be easier to visualize the wiring as plumbing: Wires as pipes; switches as valves; the battery as pressure; and all "juice" must return to the battery.

Light bulbs work or not. A dimly glowing bulb indicates a faulty earth (ground).

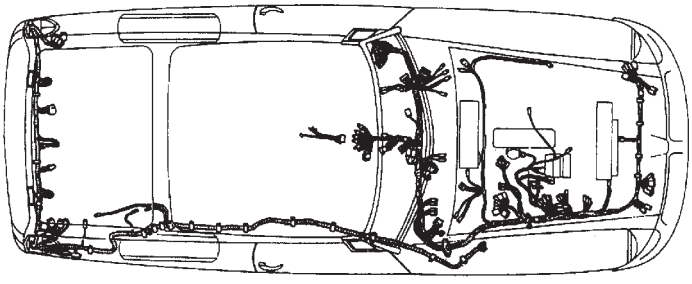
Carb. cleaner removes paint or undercoating from wires to expose the true color code.

If the trunk earth (ground) connection is loose or unattached (license holder bolts), the fuel pump, side markers, courtesy light, reverse lights, license lights, or tail-lights malfunction.

If the hazard switch is not snapped off with vigor, the turn signals may not operate.

Tools: A 1 2-volt test light and wiring diagram are necessities before beginning..

Warning: Approaching an electrical malfunction without a test light, or helter skelter, is a certain route to madness.



BLACK (B) Always EARTH (ground), unfused

Black (B):	Various locations
Black/green (BG):	URP switch to cooling fans
Black/white (BW):	Brake warning light

BROWN (N): Always HOT, unfused

Brown (N):	Various locations
Brown/light green (NLG):	Windscreen motor switch
Brownlyellow (NY):	Indicator light to alternator
Brown/purple (NP):	Unused

WHITE (W) HOT with ignition ON, unfused

White (W):	Key to ignition relay, cut-off switch, fuel pump, ignition ballast resistor, fuse box, various locations
White/black (WB):	distributor to coil, coil to tachometer
White/blue (WU):	Stepped down voltage for distributor amplifier
White/brown (WN):	Ignition switch relay to fuse box, starter solenoid to starter relay, oil pressure sending unit to gauge (1968 - '69 only)
White/green (WG):	Key switch to radio, HOT unfused at first key position; wipers and heater (earlier)
White/light green (WLG):	Solenoid to coil, ignition ballast resistor to coil
White/red (WR):	Key switch to starter relay, starter relay to brake warning diode

PURPLE (P) Always HOT, fused

Purple (P):	Fuse box to horn, various locations
Purple/black (PB):	Horn to horn switch
Purple/green (PG):	Key buzer to time delay buzer
Purple/pink (PK):	Key switch to key buzer
Purple/white (PW):	courtesy lamp/boot lamp to earthing switches

GREEN (G) HOT with ignition ON, fused

Green (G):	From fuse box to various locations
Green/black (GB):	Fuel tank unit to gauge
Green/blue (GU):	Temp. sending unit to gauge
Green/brown (GN):	Reverse lamp switch to reverse lights; heater fan to switch
Green/orange (GO):	Brake pressure switch, handbrake switch, brake warning diode, brake warning light
Green/pink (GK):	Service interval counter (EGR light)
Green/red (GR):	Left turn signals to switch
Green/white(GW):	Right turn signals to switch
Green/yellow (GY):	Heater to fan switch

RED (R) Parking lights, fused or unfused

Red (R):	Fuse box to side markers, parking lights, switch to lights, 1963 - '69
Red/green (RG):	Light switch to fuse box, panel rheostat
Red/light green (RLG):	Wiper motor to switch
Red/white (RW):	Panel rheostat to panel lights
Red/Yellow (RY):	Fog/Driving lights

BLUE (U) Headlamps, unfused

Blue (U):	Light switch to dimmer switch
Blue/light green (ULG):	Wiper motor to switch
Blue/red (UR):	Dimmer switch to low beam
Blue/white (UW):	Dimmer switch to high beam, high beam indicator

LIGHT GREEN (LG) Various applications

Light Green/black (LGB):	Washer pump to switch
Light Green/brown (LGN):	Flasher to turn signal switch, flasher hazard switch
Light Green/green (LGG):	Voltage stabilizer to fuel/temp. gauges
Light Green/purple (LGP):	Hazard switch to hazard warning lamp

SLATE (S) HOT with ignition OFF, fused and unfused

Slate (S):	Key to in-line fuse
Slate/purple (SP):	Fuse to anti-run on valve
Siate/yellow (SY):	Anti-run on valve to oil pressure switch

YELLOW (Y) HOT in 3rd/4th, ignition ON, fused

Yellow (Y):	Overdrive switch to relay, 1963 - '67; overdrive switch to 3rd-4th switch, 1968 - '76
Yellow/brown (YN):	Driver's seat belt to time delay buzzer
Yellow/purple (YP):	Time delay buzzer to seat belt warning light; overdrive circuit
Yellow/red (YR):	Overdrive circuit

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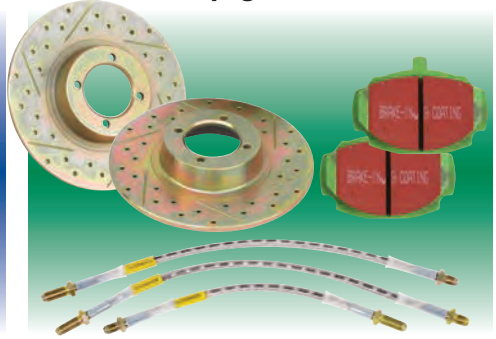
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