

MGA-06

1955-62
MGA



RESTORATION PARTS



Even your car dreams...



...of what it wants and where to find it!

In this hectic world its not always possible to find time for the pleasures in life. So whether you require urgent service parts, that last minute present for your loved one, or you need the parts for a complete rebuild our secure on-line shopping service is the answer. Let Moss help you, whatever, wherever, whenever... 24 hours a day!

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Moss Rebuild Programme

Moss Europe are pleased to announce the new Gold and Platinum re-build programmes. If you have purchased a Bodyshell from either Moss Europe or another supplier and are planning a rebuild, then you qualify for the Platinum rebuild programme. The programme allows you to receive 10% off all further purchases (or sale price whichever is lower, some further exclusions may apply) for your rebuild for up to 24 months. If however you do not need a bodyshell and you place an initial order for £800.00 this qualifies you for the Gold rebuild programme. The programme allows you to receive 10% off all further purchases (or sale price whichever is lower, some further exclusions may apply) for your rebuild for up to 12 months. You will be assigned to a personal Moss consultant to assist you during your rebuild. There has never been a better time to undergo a major restoration project. For full details of the rebuild programmes, please visit our website or contact your local Moss branch today.



UK Ordering

We accept orders by mail, telephone, e-mail or fax. If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your Customer Number, as this will speed up the processing of your order.

Overseas Ordering

As with the U.K. we accept orders by mail, telephone, e-mail or fax. If you visit the U.K. we would be delighted if you visited one of our branches. When ordering, please ensure that you enclose full details of your name, address and Customer Number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note: Overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay, will be included with your shipment. If you have any special requirements, please contact us to discuss them.

Remember delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation.

Parts Back-Order System

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within a reasonable time frame, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or is likely to be unavailable for some time, then the customer will be advised and asked if the order is to be cancelled.

Shipping & Dispatch Methods

Orders for delivery in the UK may be dispatched by regular post (for small/lightweight items), or through a Next Day courier, or alternatively a 2 to 3 Day courier service. Please speak to our sales staff to choose the best delivery option for your parts order. We are constantly striving to improve the service we offer, so please contact your local branch for the latest shipping prices. For delivery outside the UK we offer the following services:

Parcels up to 30Kg:	Europe 1 to 3 days Europe by road 2 to 5 days Worldwide 1 to 3 days
Shipments up to 500Kg:	Europe by road 2 to 5 days Worldwide by air 2 to 7 days to destination airport for collection or delivered direct to customers address. (Sea freight is regarded as too slow for most retail orders)

For these services, please ask for prices when you place your order. All shipments are now 'trackable', (inc. Internet access for selected carriers). Please speak to one of our sales staff to choose your best parts delivery option. Please remember, all carriage charges are dependent on weight band, volume, destination & delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department at your chosen Moss branch who will be happy to discuss your requirements. If you prefer, you may arrange your own shipping and dispatch.

Quotations & Payment Methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, Sterling Travellers Cheques and credit or debit card including: Mastercard, Visa, Switch, Delta. If you intend to make payment by Cheque or Bankers Draft when using our fast mail-order parts service, please confirm parts availability and carriage charges.

Value Added Tax

Value Added Tax (VAT) at the current rate will be levied on all orders being dispatched to all countries within the European Community. VAT is not charged on goods dispatched to countries outside of the EC. However, such orders are often subject to local import duty, taxes and Customs clearance, which MUST be paid by you at the port of entry. Such charges are not included in the cost of the goods or delivery prices.

Exchange Units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points:

It is important to remember that "rebuilt" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange

engine will not have a new block. Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case. All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases ventilated with a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits".

Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit. We have predetermined prices for our exchange units based on our experience of repair costs for a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

Core Returns

Exchange items are subject to a surcharge that is refunded when a rebuildable unit (core) is returned. Cores must be returned within 90 days of purchase. When you receive the rebuilt unit, attached to it will be a Core Return Authorisation Tag. This tag must be removed from the rebuilt unit and attached to the returned core in order to receive credit. Cores must be returned in the original box or carton supplied with the rebuilt unit. Cores must be shipped clean and empty of fluids. Cores must be complete, assembled and rebuildable to receive credit or refund. You must pay all shipping charges for the return of the core and these charges are not refundable.

Warranty

All parts are warranted against defects in materials and workmanship for a period of 12 months from the date of purchase. The warranty does not cover labour charges, failure of a related component, failure resulting from incorrect installation or misuse, nor will the warranty in any event be greater than the cost of the original component.

Warranty Returns

Parts that fail in use may be returned for 12 months from the date of purchase. Returns must be accompanied by the original invoice - no warranty claims will be paid without a copy of the original invoice. Return freight will be reimbursed. Electrical parts returned for warranty will be tested and if found functional, no return credit will be given and the part will be returned. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

Non-Warranty Returns

All uninstalled parts, in their original packaging may be returned within 90 days for any reason. A copy of the original invoice or the picking label (which is generally attached to the original packaging) must accompany the return. Return freight is paid by the customer. If the return is due to our error, the return freight will be reimbursed. Parts returned outside of this policy or in non-resalable condition may not be accepted or may be assessed a 15% handling fee. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

Customer Service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please contact our Customer Services Department at:

Customer Services, Moss Europe Ltd. Hampton Farm Industrial Estate, Hanworth, Middlesex TW13 6DB England.

We will do our very best to resolve the issue and keep you as a loyal and happy Moss customer.

British Motor Heritage

Moss Europe Ltd. is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage allows us the use of marque logos and some of the artwork contained within this catalogue.

Important Notice

Moss make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter these prices without prior notice.



MGB Roadster Identification Data

MODEL	PRODUCTION PERIOD	NUMBERS MANUFACTURED (Chassis No.)
MGA 1500cc	September 1955 to May 1959	10101 to 68,850
MGA Twin Cam	September 1958 to June 1960	501 to 2611
MGA 1600cc	May 1959 to April 1961	68,851 to 100,351
MGA 1600cc MkII	April 1961 to June 1962	100,352 to 109,070

MGA Deluxe

The MGA DeLuxe was built from the remaining Twin Cam chassis that were left over after Twin Cam production had ceased. These cars were numbered along with the 1600cc and 1600cc MkII chassis numbers, and the actual production numbers of them are generally believed to be 82 '1600cc' models and 313 '1600cc MkII' models, a total of 395 vehicles.

MGA Engine Serial Number Data

To identify MGA engines from their serial numbers, the following table should be used. Note: The early 1500cc engines had the serial numbers prefixed by BP.

Code Example: 15 GB/U/H 12345

Code Example:	15	G	B	U	H	12345
						Serial Number
						H = High Compression L = Low Compression
						U = Centre Gear Change
						B = 1500cc Series A = 1600cc Series C = 1622cc Series B = Twin Cam
						G = MG
						15 = 1500cc 16 = 1600cc

MGA 1500cc Chassis Numbers

Chassis numbers for the 1500cc are loaded with information about the car. For example: HDA 13 10101 tells us that the car is an MGA, two seater, painted in black cellulose for the RHD home market. Use the following chart to decode your chassis number.

If your chassis ID plate is missing, the actual chassis number is stamped on the cross member directly in front of the right hand seat. The red and black 'Auster' nameplate is fitted on all roadsters on the centre of the lower windscreen frame rail.

Example:

H	D	A	1	3	10101
MGA	2 Seats	Black	RHD Home	Cellulose	Car No.
1st Letter	2nd Letter	3rd Letter	1st Number	2nd Number	
Make	Model	Colour	Market	Paint Type	
H MGA	D Tourer M Coupe	A Black D Mineral Blue E Island Green H CKD Finish K Orient Red L Glacier Blue R Old English White T Ash Green U Tyrolite Green	1 RHD Home 2 RHD Export 3 LHD 4 North America 5 CKD RHD 6 CKD LHD	1 Synthetic 2 Synthetic 3 Cellulose 4 Metallic 5 Primed 6 Cellulose Body & Synthetic Wings	

MGA 1600cc, 1600cc MkII Chassis Numbers

These cars did not provide as much information in their chassis numbers as did the previous models. There are, however, three pieces of information can be extracted for the chassis number to identify whether the car is a Tourer or coupe, RHD or LHD and finally whether the car is a MkII.

G	H	D	L	2	103779
MGA	1600cc	Coupe	LHD	MkII	Car No.
1st Letter	2nd Letter	3rd Letter	4th Letter	5th Prefix	6th Number
G MGA	H 1400cc - 1900cc	N Tourer O Coupe	Blank RHD L LHD	Blank 1600cc 2 1600cc MkII	Car No.

MGA Twin Cam Chassis Numbers

Chassis numbers for the Twin Cam are very different to those used on the 1500cc. Use the following chart to decode your chassis number:

YD1	RHD	Home Market Tourer
YD2	RHD	Export Market Tourer
YD3	LHD	Export Market Tourer
YM1	RHD	Home Market Coupe
YM2	RHD	Export Market Coupe
YM3	LHD	Export Market Coupe

Example: YD1-501 is a RHD Home Market Tourer

There were some other chassis number prefixes, but these were used on CKD exported cars for final assembly overseas, Example YDH5-929

Identifying the MGA

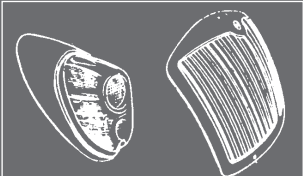
There are only five variations of the MGA. The 1500cc, 1600cc, MkII, Twin Cam and 1600cc MkII De Luxe. The coupes were a variation of the roadster and were not differentiated by the factory numbering system as to body style. The Twin Cam, a major undertaking at the time of its introduction, was identified separately while the De Luxe, the most elusive of MGA models, was not distinctly identified. There are reliable production figures for all models except the De Luxe.

The three major MGA models may be readily identified by their tail-lamp and grille configurations as well as their engine displacement.

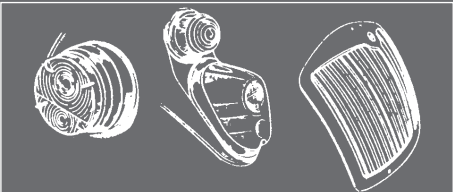
A 1500cc will have the familiar single Lucas tail lamp, the flush style grille and no shroud or boot lid emblems. Four-wheel drum brakes were fitted to this model only.

Very early 1500ccs had different style gauge faces, an example of which can be found in the factory service manual and drivers handbook illustrations. The door rails on the first few cars here entirely of wood as were the cockpit rear corners. There are few of these seen today. The 1500s did not have the starter hump on the passenger toe board or the windscreen mounted hood clamp. The turn indicators were switched through a relay.

A 1600cc is differentiated by the dual rear lamp with separate turn lamps, larger round parking lamps with flat lenses and a '1600cc' marker on the cowl and rear boot lid. Disc brakes on the front greatly improved stopping power. The starter position was moved with the resulting hump on the passenger toe board.



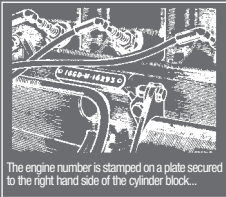
The 1500cc style tail lamps were common to many British cars of the period. The 1500cc style grille has slats that are set flush with the back of the shell.



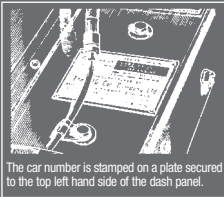
Front parking lamp lenses became 'flat' and a separate indicator lamp was added. The front grille on 1600cc models is identical to the 1500cc grille.

The 1600cc MkII received the closest thing to a face lift an MGA ever got. The famous flat grille was replaced with the 'pre-crushed' version. The MKI Mini rear lamps appeared horizontally below the boot lid and the vinyl covered dash and cowl and 1600cc MkII badges were added. The chrome trim and dash escutcheon from the coupe finished off the dash. Seat belt anchors were added to the chassis. 1600cc MkII De Luxe cars used the Twin Cam chassis with the push rod 1622cc engine. Check all parts carefully, as MGA's have not always enjoyed the respect they do now, and parts have been freely exchanged with little regard for originality. When re-wiring your car, be sure to order the loom that fits your body type, not engine type.

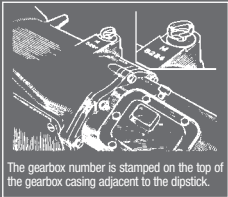
MGA Serial Numbers



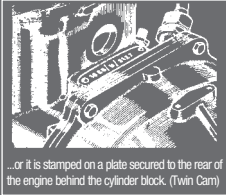
The engine number is stamped on a plate secured to the right hand side of the cylinder block...



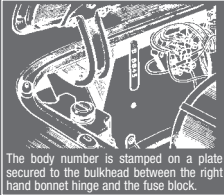
The car number is stamped on a plate secured to the top left hand side of the dash panel.



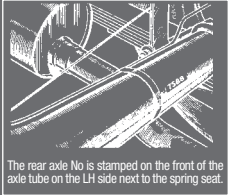
The gearbox number is stamped on the top of the gearbox casing adjacent to the dipstick.



...or it is stamped on a plate secured to the rear of the engine behind the cylinder block. (Twin Cam)



The body number is stamped on a plate secured to the bulkhead between the right hand bonnet hinge and the fuse block.



The rear axle No is stamped on the front of the axle tube on the LH side next to the spring seat.

Note: For owners of MGA Coupe's and MGA Twin Cam & De-Luxe models please refer to the respective supplements first.

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Page numbers in brackets after TC or TC/DL, for example: (TC/DL 100), refer to parts that are specific to the Twin cam (TC) and/or (DL) De Luxe models.

Note: This is not an exhaustive list, if you cannot locate the parts you need please contact your local Moss branch.

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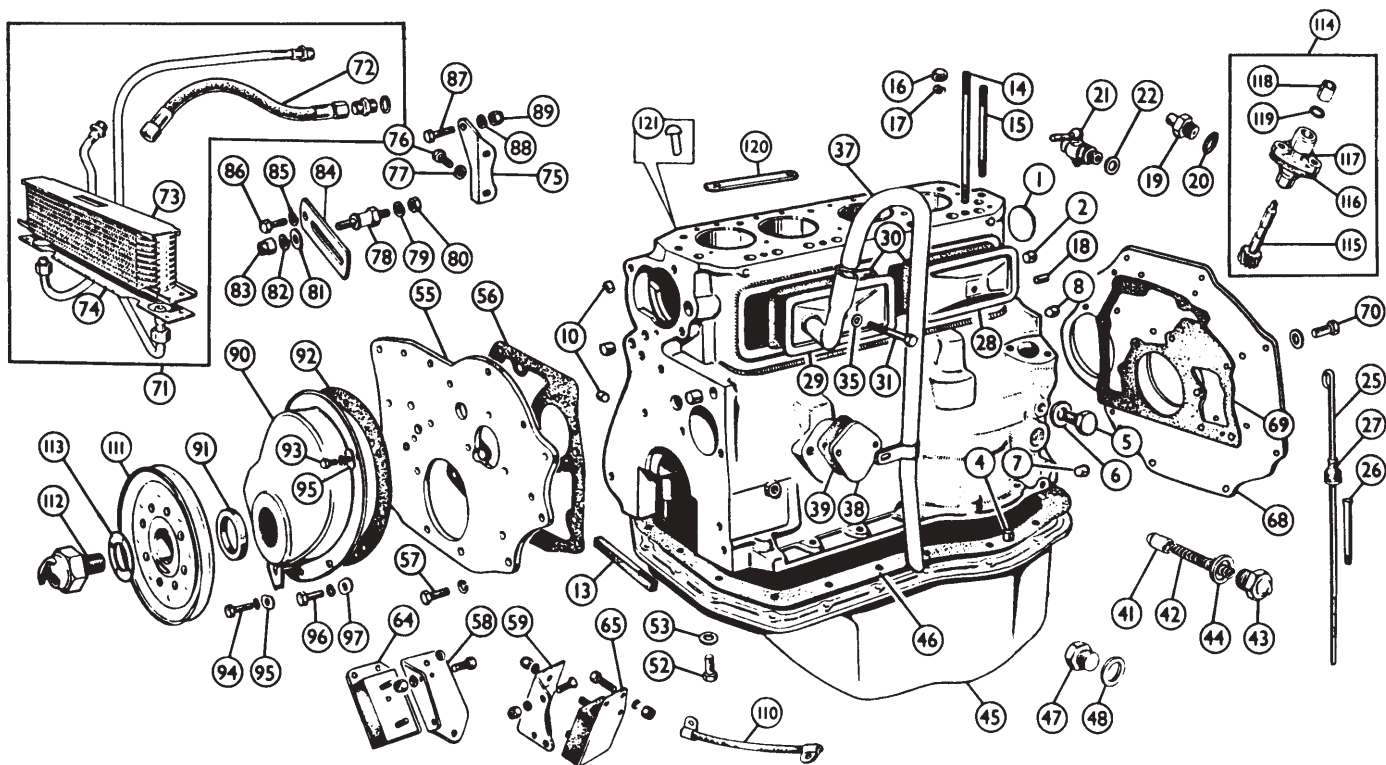
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External Engine Units & Cylinder Block Components

Engine Units

Our Lead Free Full Engines are rebuilt by a major UK engine reconditioner, they are assembled ready to accept ancillaries. See accessories catalogue or call your local Moss branch for further details.

Ill	Part Number	Description	Req.	Details
	48G362LF	FULL ENGINE, (lead free), exchange	1	1500cc
	48G157LF	FULL ENGINE, (lead free), exchange	1	1600cc
	48G214LF	FULL ENGINE, (lead free), exchange	1	1622cc
1	2K8169	CORE PLUG	4	
2	12H1735	PLUG, oil gallery	1	1500cc, 1600cc 1622cc To (e)16GC2326 1622cc From (e)16GC2327
4	12H1736	PLUG, crankcase oil hole	2	
5	53K2853	PLUG, transverse oil hole	1	threaded
6	6K638	WASHER, for above plug	1	
7	6K899	PLUG, below oil relief valve	2	
8	12H1734	PLUG, oil gallery	3	
10	11G14	PLUG	2	chain tensioner oil feed & oil filter boss
13	12H1638	CORK SEAL, main bearing cap	2	
14	51K281	STUD, long, 6 1/4"	4	cylinder head
15	51K282	STUD, short, 4 1/2"	7	
16	51K1193	NUT, cylinder head	11	
17	12H2178	WASHER, plain	11	
18	1K51	PIN, gearbox plate to block	2	
19	11G15	UNION, oil gauge pipe	1	
20	6K638	WASHER, oil gauge union	1	
21	3H576	TAP, water drain	1	
22	2K4975	WASHER, drain tap	a/r	
	2K4954	WASHER, drain tap, (use ARH517)	a/r	use as required
	ARH517	WASHER, drain tap	a/r	
25	11G64	DIPSTICK, straight	1	1500cc, 1600cc To (e)16GA/H9648 1600cc, 1622cc From (e)16GA/H9649
	12H74	DIPSTICK, angled	1	
26	1B1063	TUBE, dipstick in block	1	
27	1B1735	DUST CAP, dipstick	1	

28	12H941	COVER, tappet inspection, rear	1	
29	12H950*	COVER, tappet inspection, front	1	
30	12A1139	GASKET, tappet cover	2	
31	BH605141	BOLT, tappet cover	2	
35	2K4958	WASHER, fibre	2	
37	1H774*	BREATHER PIPE, straight	1	To (e)GB35808
	1H871*	BREATHER PIPE, curved	1	From (e)GB35809

*Note: Some early cars used a straight breather pipe (part no. 1H774) along with a different front inspection cover. As these early covers are no longer available, we suggest using cover (12H950) and the curved breather pipe (1H871).

38	2A265	PLATE, blanking	1	
39	12H1317	GASKET, blanking plate	1	To (e)GB51767
41	12H865	VALVE, oil pressure release	1	
42	1H756	SPRING, release valve	1	
43	12A1851	CAP NUT, release valve	1	
44	6K431	WASHER, cap nut	2	
45	12H395	SUMP	1	
46	AJM503	GASKET, sump	1	
47	88G257	PLUG, sump	1	
48	6K638	WASHER, drain plug	1	
52	SH604041	SCREW, sump to block	19	
53	GHF321	WASHER, locking	19	
55	12H1387	PLATE, front engine mounting	1	From (e)15GB259
56	12H1576	GASKET, front plate	1	
57	GHF120	BOLT, front plate	5/3	qty. reduced at (e)5GB259
58	AHH5065	BRACKET, engine mounting, RH	1	
59	AHH5066	BRACKET, engine mounting, LH	1	
64	BHH1351	MOUNTING, RH	1	1500cc, 1600cc, 1622cc
	AHH5833	MOUNTING, RH	1	MkII De-Luxe
65	BHH1352	MOUNTING, LH	1	all models
68	1H770	PLATE, gearbox to engine	1	1500cc with (e)GB prefix
	1H821	PLATE, gearbox to engine	1	1500cc with (e)GD prefix, 1600cc, 1622cc
69	12H768	GASKET, gearbox plate	1	
70	SH606061	SCREW, gearbox plate	8	
	GHF120	SCREW, gearbox plate	4	
71	8G2282*	OIL COOLER KIT, original type	1	standard equipment
72	AHH6296	HOSE	2	US market only from
73	ARA221	OIL RADIATOR, (13 row)	1	1622cc (c)102736
74	AHH5902	GASKET, oil cooler to duct panel	1	

*Note: This original type oil cooler kit includes pre-bent rigid steel pipes in addition to parts listed, and requires that holes be punched in the radiator duct panel to accommodate these pipes.

TT10765	INSTALLATION KIT, oil cooler	1	accessory type
AHH8192	OIL HOSE	2	
ARA221	OIL COOLER, 13 row	1	
TT2964	OIL COOLER, 16 row, heavy duty	1	
75 12A526	BRACKET, dynamo mounting	1	
76 GHF120	BOLT	2	
77 GHF332	WASHER, locking	2	
78 2A128	PILLAR, adjusting link	1	
79 GHF333	WASHER, locking	1	
80 GHF202	NUT	1	
81 GHF302	WASHER, plain	1	
82 GHF333	WASHER, locking	1	
83 GHF223	NUT, nyloc	1	
84 AEA679	LINK, dynamo adjusting	1	
85 GHF332	WASHER, locking	1	
86 SH505051	SCREW, link to dynamo	1	
87 SH605091	SCREW, dynamo to bracket	1	
88 GHF332	WASHER, locking	1	
89 GHF222	NUT, nyloc	1	
90 2A552	TIMING COVER	1	1500cc To (e)GB258
11G93	TIMING COVER	1	1500cc From (e)GB259, 1600cc, 1622cc To (e)GC8262
12H3317	TIMING COVER	1	1622cc From (e)GC8263
(Timing covers (11G93 & 12H3317) may be interchanged but a late rubber seal cannot be fitted to the earlier cover).			
91 2K7140*	OIL SEAL, felt	1	1500cc, 1600cc, 1622cc To (e)GC8262
88G561	OIL SEAL, rubber	1	1622cc From (e)GC8263

*Note: To install a new felt timing cover seal (2K7140), remove the old seal and any gasket compound from the groove. Wash the cover in solvent. Soak the new seal in oil and carefully push it into the groove. Make sure that it is straight and not caught on the sharp edge of the cover. When seated, push the crank pulley through the cover and give it a turn or two to seat the seal. Prepare the cover gasket with a small amount of sealer and stick it to the cover or end plate. Push the pulley onto the crank and bolt up the cover. This method ensures that the cover seal is centralised, keeping oil leaks at a minimum.

92 12A956B	GASKET	1	1500cc To (e)GB258
12H1319	GASKET	1	1500cc From (e)GB259, 1600cc, 1622cc
93 SH604031	SCREW, timing cover, upper	3	
94 GHF117	SCREW, timing cover, lower	2	
95 2K5197	WASHER, timing cover screw	5	
96 GHF120	BOLT, cover & plate to block	4	
97 2K7440	WASHER	4	
110 2K6167	CABLE, ground engine to chassis	1	
111 11G81	PULLEY, crankshaft	1	
112 1H765	NUT, starter dog	1	
113 12A398	WASHER, lock tab	1	
115 1H721	PINION, tachometer drive	1	
116 1G2401	GASKET	1	
117 1H591	HOUSING, tachometer drive pinion	1	
118 1G2399	LOCATING RING	1	
119 NKC105A	SEAL	1	
120 CRCP343	ENGINE NUMBER PLATE, blank	1	all models
CRCP386	ENGINE NUMBER PLATE, BP15GB	1	early 1500cc
CRCP387	ENGINE NUMBER PLATE, 15GB-U-H	1	middle 1500cc
CRCP388	ENGINE NUMBER PLATE, 15GD-U-H	1	late 1500cc
CRCP389	ENGINE NUMBER PLATE, 16GA-U-H	1	1600cc
CRCP390	ENGINE NUMBER PLATE, 16GC-U-H	1	1622cc
121 FAS2	RIVET, engine number plate	2	

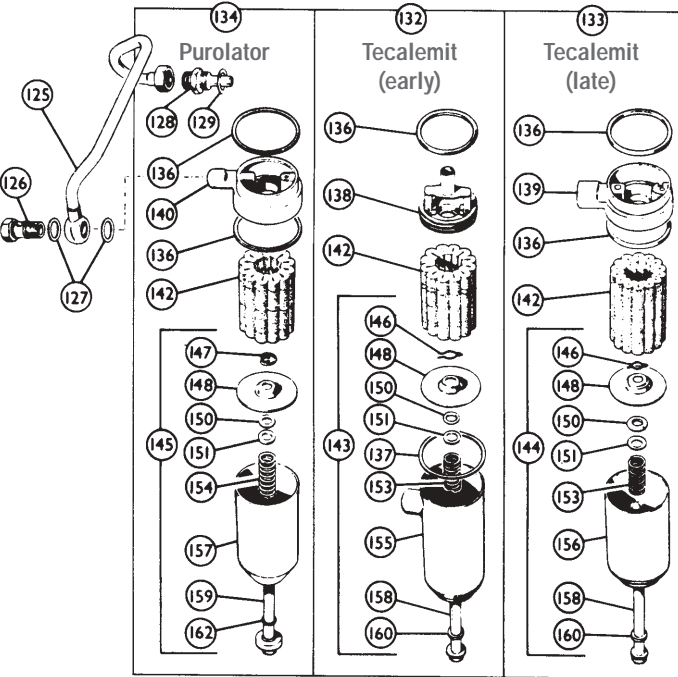
Gasket Sets

AJM104	HEAD GASKET SET	1	top end (Head gasket set, (AJM104), includes cylinder head, manifold, carb/heat shield, air filter, rocker cover, heater outlet, water outlet, thermostat gaskets, & valve stem seals).
GEG203B	CONVERSION GASKET SET	1	bottom end (Conversion gasket set, (GEG203B), includes main bearing cap seals, felt timing cover seal, gaskets for front and rear engine plates, timing cover, oil pump, oil strainer, chain tensioner, oil sump, water pump, oil pipe adaptor, tappet covers, crank' case blanking plate, sump drain plug, oil filter and drain tap. (Late 1622cc rubber oil seal not included.)

Main Bearing Technical Tip

Main bearing caps are a tight fit and care must be taken when removing them. In lieu of a 'factory' cap puller, insert a bolt in the threaded hole in the cap and pull on it with a slide hammer. Do not use screwdrivers or chisels to separate the caps as these inappropriate tools will damage the mating surfaces. Caps must fit with no clearance. If gouged, oil will pass through the mating surface and the bearing will have too much running clearance.

When reinstalling main caps hold the bearing shell against the saddle and tap the cap home gently with a soft-face hammer. Use assembly Lube (part no. KEN2) to protect the bearing until oil reaches it. As part of a rebuild, remove the core plugs and have the block 'hot tanked'. If you are not sure that all the oil passages have been rinsed free of scale & casting sand, pressure wash the block with hot water and detergent. Follow with a hot water rinse and carburettor spray cleaner (MRD1023) through the oil ways.

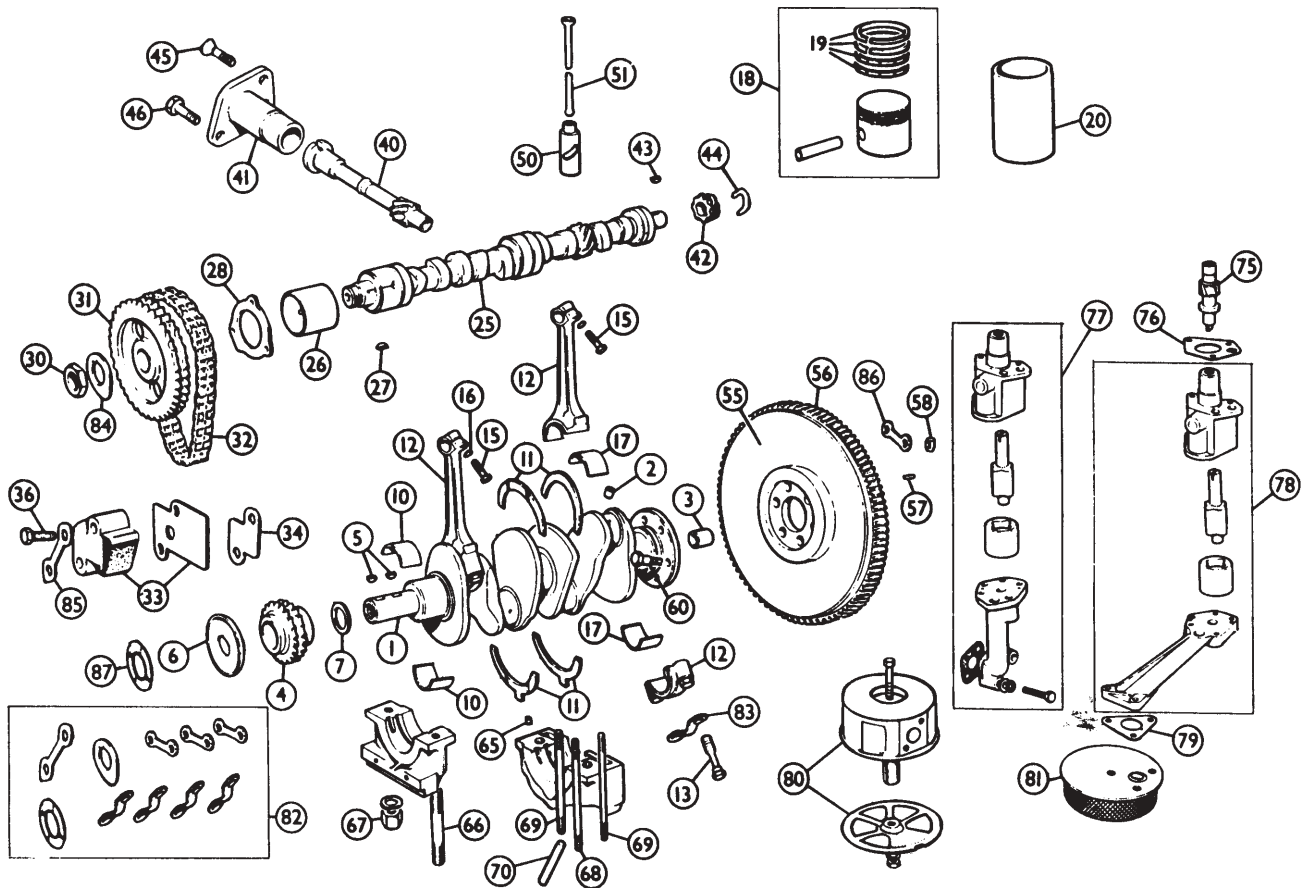


Oil Filter Components

125	PIPE, filter to block	1	1500cc To (e)GB26932
NI 1H1056	PIPE, filter to block	1	1500cc From (e)GB26933, 1600cc, 1622cc
126 1K2142	BANJO BOLT	1	
127 6K501	WASHER, copper	2	
128	ADAPTOR	1	1500cc To (e)GB11297
NI 1H922	ADAPTOR	1	1500cc From (e)GB11298, 1600cc, 1622cc
129 6K501	WASHER, copper	1	
132*	OIL FILTER UNIT, early Tecalemit	1	1500cc To (e)GB26932
133*	OIL FILTER UNIT, late Tecalemit	1	1500cc From (e)GB26933
134*	OIL FILTER UNIT, Purolator	1	1600cc, 1622cc

*Note: Oil filter (assemblies) units will interchange, provided the correct pipe (item 125) is used.

136 8G619	SEALING RING	1/2	all
137	SEALING RING, canister	1	early Tecalemit
138	HEAD	1	early Tecalemit
139 1H1068	HEAD	1	late Tecalemit
140 1H1052	HEAD	1	Purolator
142 8G683	FILTER ELEMENT, felt	1	all
GFE102	FILTER ELEMENT, paper	1	alternative
143	CANISTER	1	early Tecalemit
144	CANISTER	1	late Tecalemit
145	CANISTER	1	Purolator
146	SPRING CLIP	1	Tecalemit
147 7H1952	SPRING CLIP	1	Purolator
148 17H846	PLATE	1	
150 7H1968	WASHER, felt	1	all
151 7H1969	WASHER, steel	1	
153 7H1764	SPRING	1	Tecalemit
154 17H1449	SPRING	1	Purolator
155	CANISTER	1	early Tecalemit
156 1H1069	CANISTER	1	late Tecalemit
157 1H1053	CANISTER	1	Purolator
158 7H1965	BOLT	1	Tecalemit
159 17H1558	BOLT	1	Purolator
160 7H1948	SEAL	1	Tecalemit
162 17H1556	SEAL	1	Purolator



Internal Engine

ill	Part Number	Description	Req.	Details
1	12H165	CRANKSHAFT, new	1	1500cc, 1600cc
	12H165E	CRANKSHAFT, reground/exchange	1	
	8G2747E	CRANKSHAFT, reground/exchange	1	
2	1G1167	RESTRICTOR	4	1622cc
3	1G765	BUSH, spigot	1	
4	12A1553	CRANK SPROCKET	1	
5	2H326	KEY	2	
6	12H775	OIL THROWER, crankshaft	1	
7	2K6633	SHIM, aligns sprocket heights	a/r	
10	8G2288STD	MAIN BEARING SET, standard	1	1500cc, 1600cc
	8G2288010	MAIN BEARING SET, 0.010"	1	
	8G2288020	MAIN BEARING SET, 0.020"	1	
	8G2288030	MAIN BEARING SET, 0.030"	1	
	8G2288040	MAIN BEARING SET, 0.040"	1	
	8G2335STD	MAIN BEARING SET, standard	1	1622cc
	8G2335010	MAIN BEARING SET, 0.010"	1	
	8G2335020	MAIN BEARING SET, 0.020"	1	
	8G2335030	MAIN BEARING SET, 0.030"	1	
	8G2335040	MAIN BEARING SET, 0.040"	1	
11	BHM1294STD	THRUST WASHER SET, standard	1	
	BHM1294003	THRUST WASHER SET, 0.003"	1	
	BHM1294005	THRUST WASHER SET, 0.005"	1	
	BHM1294010	THRUST WASHER SET, 0.010"	1	
12	12H93	CONNECTING ROD, no. 1 & 3	2	1500cc, 1600cc
	12H426	CONNECTING ROD, no. 1 & 3	2	1622cc
	12H91	CONNECTING ROD, no. 2 & 4	2	1500cc, 1600cc
	12H424	CONNECTING ROD, no. 2 & 4	2	1622cc
13	51K1388	BOLT, connecting rod cap	8	
15	51K1382	BOLT, gudgeon pin	4	1500cc, 1600cc
	51K1774	BOLT, gudgeon pin	4	1622cc
16	GHF332	WASHER, locking		
17	8G2207STD	BEARING SET, big ends, standard	1	all except Twin Cam
	8G2207010	BEARING SET, big ends, 0.010"	1	
	8G2207020	BEARING SET, big ends, 0.020"	1	
	8G2207030	BEARING SET, big ends, 0.030"	1	
	8G2207040	BEARING SET, big ends, 0.040"	1	
	8G2207060	BEARING SET, big ends, 0.060"	1	
18	48G336STD	PISTON SET, standard	1	1500cc (8.3:1 compression ratio)
	48G336010	PISTON SET, 0.010"	1	
	48G336020	PISTON SET, 0.020"	1	
	48G336030	PISTON SET, 0.030"	1	
	48G336040	PISTON SET, 0.040"	1	
	48G336060	PISTON SET, 0.060"	1	
	12H178STD	PISTON SET, standard	1	1600cc (8.3:1 compression ratio)
	12H178010	PISTON SET, 0.010"	1	
	12H178020	PISTON SET, 0.020"	1	
	12H178030	PISTON SET, 0.030"	1	
	12H178040	PISTON SET, 0.040"	1	
	12H178060	PISTON SET, 0.060"	1	
	12H437STD	PISTON SET, standard	1	1622cc (8.3:1 compression ratio)
	12H437010	PISTON SET, 0.010"	1	
	12H437020	PISTON SET, 0.020"	1	
	12H437030	PISTON SET, 0.030"	1	
	12H437040	PISTON SET, 0.040"	1	
	12H437060	PISTON SET, 0.060"	1	
	1H1178STD	PISTON SET, standard	1	1500cc (9.1:1 compression ratio)
	1H1178030	PISTON SET, 0.030"	1	
	1H1178060	PISTON SET, 0.060"	1	
	12H173STD	PISTON SET, standard	1	1600cc (9.1:1 compression ratio)
	12H173030	PISTON SET, 0.030"	1	
	12H173060	PISTON SET, 0.060"	1	
19	MM421-240	RING SET, standard	1	
	MM421-250	RING SET, 0.020	1	

Note: Piston rings are included with pistons. 9:1 high compression ratio pistons are not recommended due to lower octane rating of available petrol. All MGA piston sets include four matched pistons. When installing new pistons and/or rings, always check all ring end gaps by pushing a ring about an inch into the bore and measuring the resulting gap with a feeler gauge. The proper running clearances are listed in your factory manual. Try to build your engine as close as possible to these measurements.

MM421-260	RING SET, 0.030"	1	1500cc, 4-ring	
MM421-270	RING SET, 0.040"	1		
MM421-280	RING SET, 0.060"	1		
MM421-390	RING SET, standard	1	1500cc, 5-ring	
MM421-395	RING SET, 0.020"	1		
MM421-400	RING SET, 0.030"	1		
MM421-410	RING SET, 0.040"	1		
MM421-415	RING SET, 0.060"	1		
MM421-290	RING SET, standard	1	1600cc, 4-ring	
MM421-300	RING SET, 0.020"	1		
MM421-310	RING SET, 0.030"	1		
MM421-320	RING SET, 0.040"	1		
MM421-330	RING SET, 0.060"	1		
MM421-340	RING SET, standard	1	1622cc, 4-ring	
MM421-350	RING SET, 0.020"	1		
MM421-360	RING SET, 0.030"	1		
MM421-370	RING SET, 0.040"	1		
MM421-380	RING SET, 0.060"	1		
20	1H641*	CYLINDER LINER	4	1500cc
	AEH656*	CYLINDER LINER	4	1600cc
	12H514*	CYLINDER LINER	4	1622cc

*Note: These liners will return worn or damaged cylinder bores to standard diameter. They must be fitted by a competent machine shop. All MGA ring sets service four pistons.

25	88G252	CAMSHAFT, new	1	From (e)GB259
	88G252E	CAMSHAFT, reground	1	
26	BHM1212	CAM BEARING SET	1	
27	WKN505	KEY	1	
28	12H1673	PLATE	1	
30	6K629	NUT	1	
31	11G203	CAM GEAR	1	
32	2H4905	TIMING CHAIN	1	
33	12H3292	TENSIONER UNIT	1	
	17H31	TENSIONER PAD	1	
34	AEC339	GASKET	1	2
36	GHF102	BOLT	2	

Timing parts are often overlooked during an engine rebuild. Cam' and crank gears must not have sharp 'pointy' teeth, and must fit their keys perfectly. Timing chain wear can be determined with the chain held parallel to the floor. It should not sag appreciably. The closer to horizontal, the better the chain. The Reynolds tensioner must not be deeply grooved. It is possible for a worn tensioner pad to fall into the chain, severely damaging the engine.

40	12G4499	SPINDLE, distributor drive	1	(Tappets & push rods changed in length & diameter of the spherical mating surfaces at engine no. 15GB5504. The later parts which we supply may be used in earlier engines in pairs only).
41	1G2285	SLEEVE, distributor mounting	1	
42	1H730	GEAR, tachometer drive	1	
43	WKN304	KEY	1	
44	1H605	CLIP, end of camshaft	1	
45	SF604041	SCREW, sleeve to block	1	
46	GHF117	SCREW, clamping plate to sleeve	2	
50	12H3167	TAPPET, (cam follower)	8	
51	11G241	PUSH ROD	8	
55	1H651	FLYWHEEL	1	(When separating the engine and transmission for any reason, be sure to check the condition of the ring gear teeth. If they are battered and worn, have the ring gear replaced. Ring gears should be replaced only by experts using professional equipment).
56	1G2874	RING GEAR	1	
57	1G2984	PIN, pressure plate locating	2	
58	GHF202	NUT, flywheel screw	6	
60	51K1022	BOLT, flywheel to crankshaft	6	
65	2K4608	PLUG, rear main bearing cap	1	
66	51K894	STUD, main bearing cap	6	
67	LNN208	NUT, main bearing stud	6	
68	51K889	STUD, oil pump, long	1	
69	51K267	STUD, oil pump, short	2/3	
70	1K141	PIPE, drain, in rear bearing cap	1	1500cc (early pump) later 1500cc to MkII
75	CAM1039	SPINDLE, oil pump drive	1	
76	88G420	GASKET, pump to crankcase	1	
77		OIL PUMP	1	
		(This early pump and strainer are no longer available. The later pump and strainer, (ill. nos. 78 & 81), may be used if fitted as a set).		
78	88G296	OIL PUMP	1	
NI	7H1792	'ROTA' KIT, oil pump	1	
79	88G421	GASKET, strainer to pump	1	
80		STRAINER	1	

81	JAM2227	STRAINER	1	From (e)GB46342
82	GLT1000X	LOCK TAB SET	1	
83	6K881	LOCK PLATE, con rod bolts	4	
84	2A759	LOCK PLATE, cam sprocket nut	1	
85	AEC340	LOCK PLATE, t/chain tensioner	1	
86	6K26	LOCK PLATE, flywheel	3	
87	12A398	LOCK PLATE, crank pulley	1	

Engine Technical Tips

Running clearances

Running clearances are most important to the success and longevity of your rebuild. Oil pressure problems traceable to improper running clearances are commonly found in the oil pump, main bearings, cam bearings and relief valve assemblies.

Check the oil pump

Excessive wear and roughness of interior surfaces indicate the need for a new pump. Refer to your workshop manual for specifications and details.

Crankshaft main bearing clearances

Never attempt to compensate for excess main bearing journal clearance by installing oversize bearings on a crankshaft that has not been turned to accept them. Double check reground journals with Plasti-gauge while installing the crank. Bearing running clearances are listed in the factory shop manual. Wash the oil passages in the crank & block with aerosol carburettor cleaner before assembly. Always use a thin smear of an assembly lubricant. This protects the bearings until the oil reaches the journals. Never attempt to start a new or freshly rebuilt engine without first priming the oil system by removing the spark plugs and turning the engine over with the starter until oil pressure registers on the gauge.

Cam Bearings

Worn cam bearings are a prime source of low oil pressure. New bearings should be installed and finished to correct running tolerances by a competent machinist. Cam bearings must be replaced if you have your block hot tanked.

Oil Pressure Spring and Valve Assembly

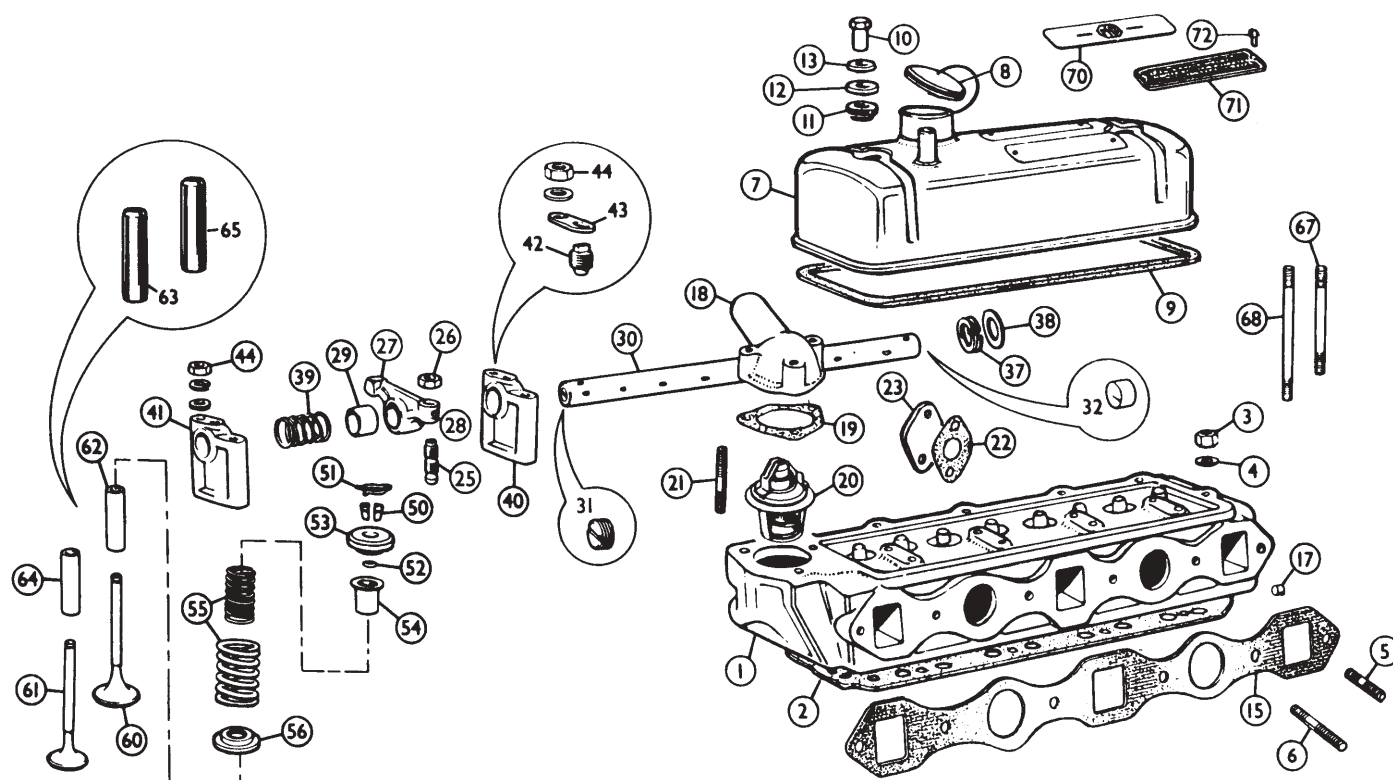
The MGA oil pressure relief spring (1H756) measures 3 inches in length. If the spring is shorter than this, low oil pressure will result. Do not stretch or shim the spring to adjust oil pressure. Replace the valve cap if any wear is evident on the seating face.

The six flywheel bolts

The six flywheel bolts (part number 51K1022) must be set in the crank before the crank is installed in the block. Once the main caps are in place, installing these bolts is practically impossible. Damaged and/or stretched flywheel bolts will result in improper torque and a loose flywheel. Replace any that are not in good condition. Use new nuts and a thread locking compound along with new lock tabs.

Check the block top surface

Check the block top surface of the cylinder block as well as the cylinder head surface for straightness. Use a steel straight edge and a feeler gauge to measure along the length and diagonals of the block. MGA blocks are commonly shallow between cylinders number two and three. Remove as little of the block surface as possible; 0.005" will usually suffice. Counter sinking the head studs will help make a good gasket seal. The studs typically pull up the topmost thread which holds the gasket away from the block surface. Use a suitably sized drill bit or countersink and just touch the hole to knock off the top thread. Always make sure your pistons do not stand more than 0.010" above the deck after installation. An often re-surfaced block top may allow new pistons to hit the head. Mill the piston tops to remove excess metal.

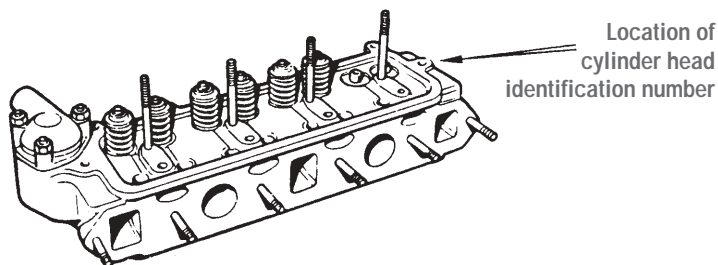


Cylinder Head

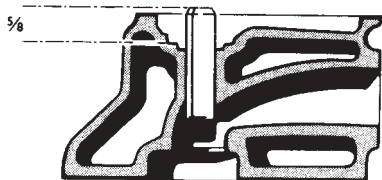
Note: See accessories catalogue for Performance Parts.

Ill	Part Number	Description	Req.	Details
1	48G222R*	CYLINDER HEAD	1	1500cc, 1600cc
	48G222LF*	CYLINDER HEAD, lead free	1	(Recon/Exchange)
	48G215R*	CYLINDER HEAD	1	MkII, 1622cc
	48G215LF*	CYLINDER HEAD, lead free	1	(Recon/Exchange)
*Note: Heads come with valves, guides & springs.				
	AJM104	HEAD GASKET SET	1	includes items marked*
2	GEG303*	GASKET, cylinder head	1	
3	51K1193	NUT, cylinder head stud	11	
4	12H2178	WASHER, head stud, hardened	11	
5	FHS2513	STUD, exh. manifold to head, short	2	
6	FHS2515	STUD, exh. manifold to head, long	4	
7	1H1339	ROCKER COVER	1	see accessories
8	8G612	OIL CAP	1	
9	AJM402*	GASKET, rocker cover	1	
10	2A150	CAP NUT, rocker cover	2	
	CAM6823	CAP NUT, rocker cover, chromed	2	
11	12A1358	BUSH, rubber	2	
12	1A2156	WASHER, cupped, plain	2	
	1A2156CP	WASHER, cupped, chromed	2	
13	1B2925	DISTANCE PIECE	2	
	1B2925CP	DISTANCE PIECE, chromed	2	
15	AJM602*	GASKET, manifold	1	
17	6K872	PLUG, cylinder head oil feed	1	
18	12H797	ELBOW, water outlet	1	
19	GTG101*	GASKET	1	
20	GTS102	THERMOSTAT, 74°C	1	hot climates
	GTS104	THERMOSTAT, 82°C	1	standard conditions
	GTS106	THERMOSTAT, 88°C	1	cold climates
21	CHS2515	STUD, water outlet elbow	3	
22	12H3868*	GASKET, heater valve	1	
23	1G1282	COVER, heater valve port	1	when heater not fitted
	11G62K	ROCKER GEAR	1	includes items 25 to 43
25	12H3376	SCREW, rocker arm adjusting	8	
26	51K1178	NUT, adjusting	8	
27	12H3377	ROCKER ARM	8	
28	5C2436	PLUG, oil drilling	8	
29	1G2295	BUSH	8	must be drilled & reamed

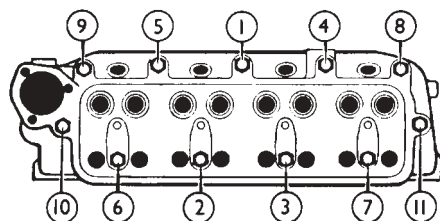
30	11G62	ROCKER SHAFT	1	
31	2K4608	PLUG, threaded	1	
32	6K878	PLUG, plain	1	
37	1A2139	WASHER, double coil	2	
38	PWZ110	WASHER, plain	2	
39	6K871	SPRING	3	
40	12H389	BRACKET, with tapped hole	1	
41	12H390	BRACKET, plain	3	
42	2A258	PLUG	1	
43	2A259	LOCK PLATE	1	
44	GHF201	NUT, rocker bracket stud	4	
50	1K800	VALVE COTTER	16	
51	1K372	CLIP	8	
52	AEK113*	VALVE STEM SEAL, standard	8	
	12B2104	VALVE STEM SEAL, improved	8	
53	12H992	VALVE CAP	8	not original
	(When fitting replacement valve cap (12H992), discard oil deflector (item 54).			
54	1H725	OIL DEFLECTOR	8	
55	1H722K	SPRING SET, valve	1	standard
	TMG10707	SPRING SET, valve	1	fast road/sport
56	1H1321	COLLAR, (valve cap), (singles)	8	standard
	TMG10716	COLLAR, (valve cap), (engine set)	1	uprated/alloy
60	1H1059	INLET VALVE, 1.500" diameter	4	1500cc, 1600cc
	12H435	INLET VALVE, 1.563" diameter	4	MkII (1622cc)
61	1H1323	EXHAUST VALVE	4	1.281" diameter
	MM423-115*	EXHAUST VALVE, 'Stellite'	4	uprated
	12H436	EXHAUST VALVE	4	1.344" diameter
	MM423-155*	EXHAUST VALVE, 'Stellite'	4	uprated
62	12H2222	INLET GUIDE, (standard)	4	
63	TMG10795*	INLET GUIDE, (uprated)	4	silicone bronze
64	12B1339	EXHAUST GUIDE, (standard)	4	
65	TMG10796*	EXHAUST GUIDE, (uprated)	4	silicone bronze
*Note: To reduce the frequency of valve jobs, we suggest the use of our Stellite-faced exhaust valves & silicon bronze valve guides. Stellite is a very hard wearing and erosion resistant alloy which retains these properties at very high temperatures, making it the ideal material for exhaust valves. The low friction and high strength characteristics of silicon bronze produces valve guides which not only show extremely little wear after long service but produce much less valve stem wear than common guides. The combination of our Stellite exhaust valves and silicon bronze valve guides cannot be beaten for reliability and longevity!				
67	51K881	STUD, rocker bracket, short	2	
68	51K893	STUD, rocker bracket, long	2	
70	CRCP349	PLATE, rocker cover	1	MG crest
71	CRCP350	PLATE, rocker cover	1	patent number
72	AHA9999	RIVET, rocker cover plates	4	



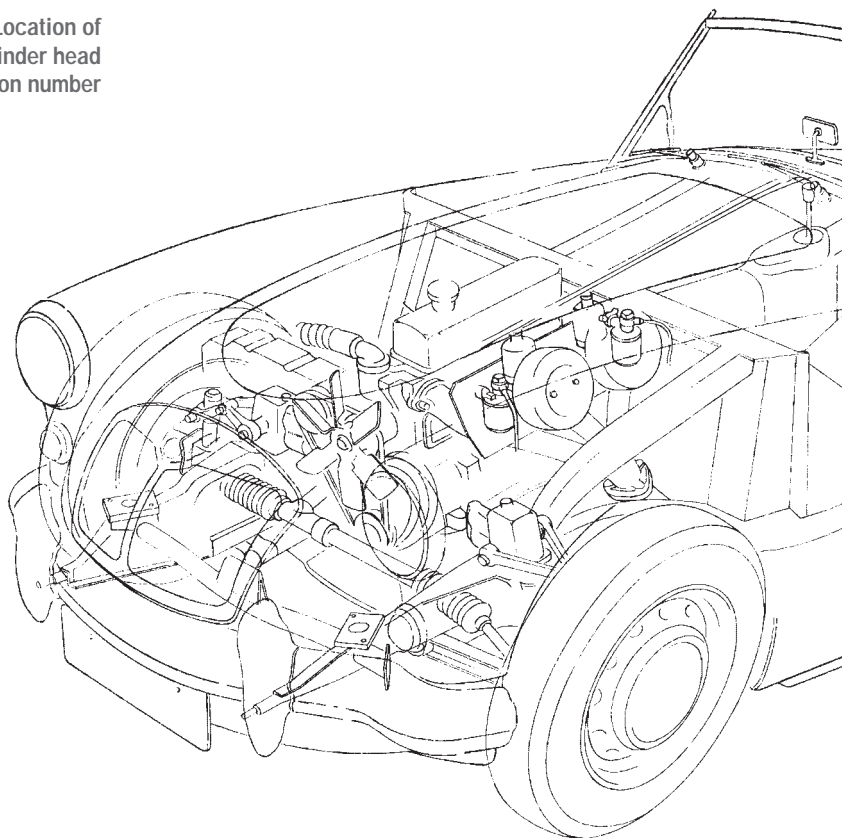
Cylinder Head Inspection



Valve Guide Installation



Installing The Cylinder Head



Cylinder Head Technical Information

Cylinder Head Inspection

MGA cylinder heads are sturdy and will run acceptably well when far past their prime. In some aspects, this is not advantageous as faults such as bad valve guides, burnt valves, and cracked seats are not discovered until they are fatal to the head.

Cracks are the most common problems with MGA heads. Improper torque and overheating are the prime cause of cracks found in the seats and the exterior casting between number two and three cylinders. A small crack may be successfully repaired by a machinist using a new seat. Welding is sometimes attempted, but do not expect a lot of success with cracks that appear on the exterior of the head or in the fuel passages. Welds can fail unexpectedly regardless of the skill of the welder. Before carrying out any work on the head, clean the combustion chamber and inspect the valves and seats for obvious problems such as burned valves and cracks.

An easy (on the bench) leak test can be done with solvent or carburettor cleaner. Pour a small amount of the fluid into the inlet ports and set the head down on its face. After a few seconds lift the head, and observe how much fluid has seeped around the valves, the more fluid, the poorer the seal.

Before spending time and money on your cylinder head, have it magnafluxed at a machine shop. This is an inexpensive process that will reveal any cracks.

Since all MGA heads are virtually interchangeable you should know what you have on your car. Look to the rear of the head - there is usually a number cast in the surface between the stud holes. Generally a '15' denotes a 1500cc or 1600cc head and a '16', we believe, indicates a 1600cc MkII head. An '18' is an MGB head. Many heads were unmarked and there are exceptions. Be sure not to order cylinder head parts by external appearances. Measure your valves and order accordingly. The 1600cc MkII carried a head with improved casting, greater port volume and larger valves. This was the pattern followed for the MGB 1800cc heads.

When exchanging cylinder heads keep in mind that although the castings are interchangeable throughout the range, you should go 'up' not 'down'. For example, an 1800cc is suitable for a 1500cc, but it is counterproductive to install a 1500cc head on an 1800cc engine.

Valve Guide Installation

Be sure to check valve stems and valve guides for wear before grinding the valve faces. Worn guides can be driven out toward the combustion chamber side by using a 9/16" diameter steel rod or punch. Press the new valve guides into the head from the top until they are 5/8" from the spring seat as illustrated below. Inlet guides are fitted with the widest bevel at the top and exhaust guides are fitted with the counter-bored ends at the bottom.

Installing the Cylinder Head

One of the most common complaints about the MGA is its leaky head gaskets. This need not be, and is usually a symptom of poor assembly, rather than a fault of the car. A few simple procedures will produce a leak free installation.

The first consideration is the method of removal. The proper sequence should be followed in slackening the head nuts as well as tightening them. Do not use sharp edged tools to pry at the

edges of the head. If force is necessary, gently tap the head around its perimeter with a soft-faced hammer. If it is necessary to lever the head, the lug at the back and the thermostat housing may be used to brace the lever.

A good seal can be achieved only if the mating surfaces of the head and block are clean and flat. A good, if rather tedious cleaning method is to scrape the surfaces with a single edge razor blade. Solvent or carburettor cleaner can be used to help soften the old gasket. If the studs are removed, a sanding block with 80 grit waterproof paper can be used to finish the surfaces. Low spots will show up as dark areas when the sandpaper block method is used. This method requires some care that the grit and particles do not enter the interior of the block or cylinders. The threaded holes must be cleaned out too. Cleanliness is of prime importance, although less critical if the assembly is to be hot-tanked and washed before reassembling.

Check the head and block surfaces for flatness. If the head is warped it will have to be planed. Unless you are building a modified engine, have as little metal as possible removed. Your block may also have to be planed, and many shops will pass a block over the planer as a matter of course. See our engine section for tips on countersinking the stud holes, which is of primary importance if your block has been planed.

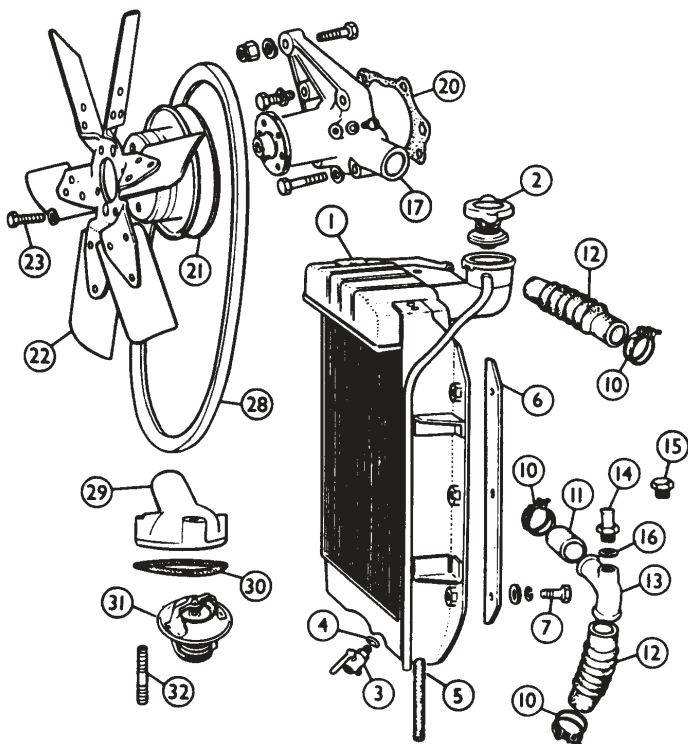
Installation, as the saying goes, is the reversal of the above procedure. Wipe the surfaces with a cleaner, and see that they remain clean and dry throughout the operation. Check the new gasket; note that it is marked 'top' and 'front'. If not, it is an easy matter to line up everything to see that it will be installed correctly.

Although instructions some gasket sets (and in some of the shop manuals) may say that gasket sealer is not required, but a light coating of 'Wellseal' on the gasket will help prevent leaks. This is especially true with the composite head gaskets supplied in place of the copper type in many of today's gasket sets.

While the gasket is drying, replace the studs and wipe any grit from the surface of the block.

Studs only need to be torqued to 25 ft./lbs. or so. Check the studs carefully for stretched and damaged threads. Replace any that are suspect (item 67, 51K281, item 68, 51K282). By now, thirty or so years after manufacture, it is probably a good idea to replace all the old studs and nuts. Place the gasket over the studs carefully. Lower the head into place, install the push rods, rocker assembly, washers and nuts. Now is where all the careful preparation can go wrong.

Torquing must be done accurately and in the proper sequence. Go around the head three or four times, increasing the torque each time. Start at 25 ft./lbs., go to 40 ft./lbs. and finish up at 50 ft./lbs. Studs with a dot or the number 22 on the end will take more torque than the unmarked studs. It is safe to torque these to 60 ft./lbs., but only if all studs are so marked.



Cooling

Note: See accessories catalogue for Kenlowe electric fans.

Radiator, Thermostat, Water Pump & Hoses

ill	Part Number	Description	Req.	Details
1	ARH120	RADIATOR, new	1	
	ARH120E	RADIATOR, exchange	1	
2	GRC103	RADIATOR CAP, 4 lbs.	1	normal
	GRC101	RADIATOR CAP, 7 lbs.	1	raises boiling temp.
3	061864	TAP, radiator drain	1	
4	ARH517	WASHER, for drain tap	1	
5	GRH1001M	OVERFLOW TUBE	1	(sold per metre)
6	AHH5144K	PACKING SET, radiator mounting	1	
7	GHF120	BOLT, radiator mounting	6	
10	GHC913	HOSE CLIP, jubilee type	6	alternatives
	CS4025	HOSE CLIP, wire type	6	
11	FMK8859	RADIATOR HOSE, pipe to pump	1	
12	GRH305	RADIATOR HOSE, upper & lower	2	standard
	GRH305X	RADIATOR HOSE, upper & lower	2	braided/uprated
13	ACH5031	PIPE, water branch	1	
14	AMK8847	NIPPLE, (when heater is fitted)	1	
15	AEK122	PLUG, (when heater is not fitted)	1	
16	232043A	WASHER	1	
17	GWP103	WATER PUMP, replacement	1	
	GWP103E	WATER PUMP, original, exchange	1	
	8G2373	REPAIR KIT	1	single bearing pump only From GB39365
	88G446	SEAL, rear	1	
20	88G422	GASKET, pump to body	1	
21	8G742	PULLEY	1	
22	AEG129	FAN	1	
23	GHF117	SCREW, fan to pulley	4	
28	GCB10900	FAN BELT	1	
29	12H797	ELBOW, water outlet	1	
30	GTG101	GASKET	1	
31	GTS102	THERMOSTAT, 74°C	1	hot climates/summer
	GTS104	THERMOSTAT, 82°C	1	standard
	GTS106	THERMOSTAT, 88°C	1	cold climates/winter
32	CHS2515	STUD, thermostat housing	3	

Note: An over-tightened fan belt will ruin the dynamo & water pump bearings, and will eventually loosen the crank pulley rivets. Refer to workshop manual.

“Preserve and Maintain Your Cooling System”

Water is a most efficient liquid for cooling engines, but it has two distinctive drawbacks. Firstly it freezes in winter, and secondly it does nothing to stop corrosion. Classic cars can feature large amounts of aluminium, copper, brass and bronze, so it is imperative that a corrosion inhibitor be used to protect the engine's cooling system. There are four types of corrosion:

Deposits	Calcium carbonates that form hard deposits and adhere to radiator tubes etc.
Oxidation	The combining of oxygen and iron to form rust.
Electrolysis	A chemical reaction between dissimilar metals which react with one another via water thus conducting electricity and deposits on the negative (cathode to anode) area.
Erosion	A mechanical problem caused by water turbulence and flow.

Anti-Freeze (& Summer Coolant)

It's not just during the winter that your engine needs protection.

GEC2001	ANTI-FREEZE	a/r	1 Litre
GEC2002	ANTI-FREEZE	a/r	2 Litre
GEC2005	ANTI-FREEZE	a/r	5 Litre

Sealers & Inhibitors

Here we have listed items that we all know about, but sometimes forget!

GGL9041X	CORROSION INHIBITOR, (Penrite)	a/r	
GAC6073	'BARS' SEAL, (Pellet)	a/r	
MRD1031	'BARS' LEAK, (135ml)	a/r	
MRD1032	'BARS' FLUSH, (100gm)	a/r	

Redline 'Water Wetter'

This cooling system additive improves efficiency in three ways:

- A) It improves the specific heat capacity of water (the amount of energy required to raise temperature), meaning the water in the system takes more heat away from the metal parts of the engine. When the water reaches the radiator it is able to transfer more heat energy to the metal radiator core and then to the cooler air flowing through it.
- B) It reduces the surface tension of water allowing it to flow more freely through the system and make better contact with the metal parts (i.e. engine and radiator).
- B) It has a lubricant quality which prolongs the life of the water pump main seal.

MM220-115	REDLINE 'WATER WETTER'	a/r	
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Clutch

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT 3 fluid ought to be completely discarded, DOT 4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT 5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT 5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.

Brake/Clutch Fluid (DOT 4 Specification)

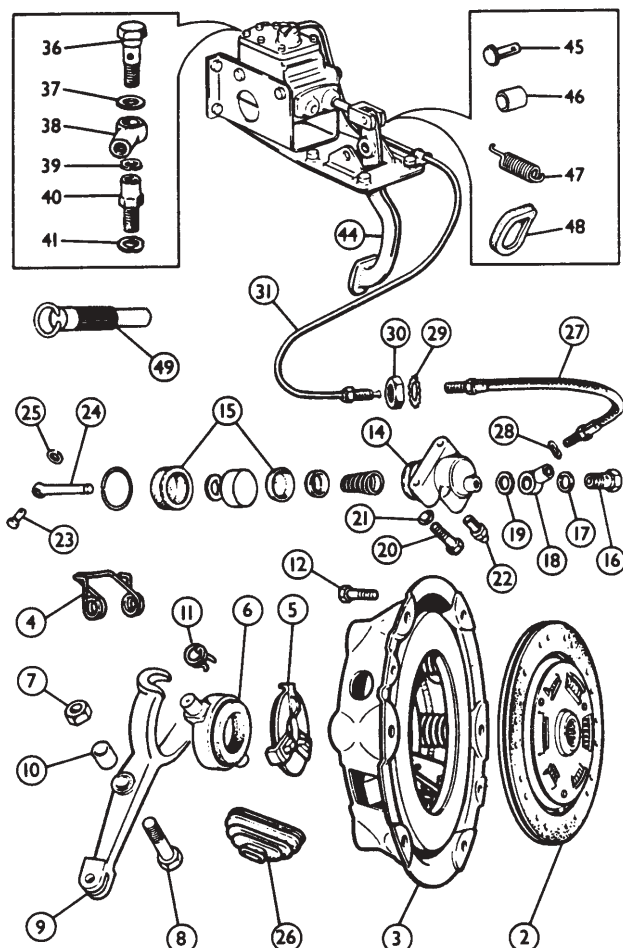
ill	Part Number	Description	Req.	Details
NI	GBF4102	BRAKE/CLUTCH FLUID, dot 4	a/r	500ml
NI	GBF4103	BRAKE/CLUTCH FLUID, dot 4	a/r	1 litre
NI	GBF4104	BRAKE/CLUTCH FLUID, dot 4	a/r	5 litre

Silicone Brake/Clutch Fluid (DOT 5 Specification)

NI	ABF3	BRAKE/CLUTCH FLUID, dot 5	a/r	silicone, 500ml
NI	ABF4	BRAKE/CLUTCH FLUID, dot 5	a/r	silicone, 1 litre

Racing Brake/Clutch Fluid (DOT 5.1 Specification)

NI	GBF5102	BRAKE/CLUTCH FLUID, dot 5.1	a/r	racing, 500ml
NI	GBF5103	BRAKE/CLUTCH FLUID, dot 5.1	a/r	racing, 1 litre



14	GSY106	SLAVE CYLINDER	1	
15	GRK4016	REPAIR KIT	1	1500cc
16	11K8276	BANJO BOLT	1	
17	7H7456	WASHER, copper, large	1	1500cc To (c)11767
18	3H544	BANJO	1	
19	3H550	WASHER, copper, small	1	
20	BH506161	BOLT, cylinder to gearbox	2	
21	GHF333	WASHER	2	
22	606733A	BLEEDER	1	
23	CLZ515	CLEVIS PIN	1	
24	13H21	PUSH ROD	1	
25	GHF301	WASHER	1	
26	22H1337	BOOT, clutch lever	1	
27	GVP1001	HOSE, clutch	1	standard
	TT3041	HOSE, clutch, (stainless steel braided)	1	uprated
28	3H550	WASHER, copper	1	
29	WE600101	WASHER, shakeproof	1	
30	2K8686	NUT	1	
31	ACB8754	PIPE, master cylinder to hose	1	LHD only
	AJD276	PIPE, master cylinder to hose	1	RHD only
36	11K8276	BANJO BOLT	1	
37	7H7456	WASHER, copper, large	1	
38	3H544	BANJO FITTING	1	
39	3H550	WASHER, copper, small	1	
40	21K8564	ADAPTOR, slave cylinder pipe	1	
41	233220A	WASHER, copper	1	
44	AHH5841	CLUTCH PEDAL	1	RHD From (c)61100
45	ACB8715	CLEVIS PIN	1	
46	AAA4129	PEDAL BUSH	1	
47	AAA1628	SPRING, pedal return	1	
48	AHH5100	PEDAL PAD, brake & clutch	2	
49	GAC5056	TOOL, clutch alignment	1	10 spline
	GAC5057	TOOL, clutch alignment	1	23 spline

Sorting Out Clutch Problems

Clutch problems fall into three categories:

- The clutch does not release properly when the pedal is depressed, resulting in difficult engaging of gears.
- Clutch slip, a condition where the engine speed increases when you try to accelerate, but the car does not speed up accordingly.
- Clutch judder, where the clutch does not take up smoothly as you let the clutch out.

Problem (A) is usually caused by faulty hydraulics.

First, check that there is sufficient fluid in the clutch master cylinder. If the level is low, look for leaks at the master cylinder or slave cylinder, and rebuild or replace these cylinders as necessary. If the level is okay and there are no leaks evident, bleed the system to ensure there is no air present. Check that the flexible hose has not deteriorated; watch to see that it does not expand in diameter while a colleague pushes the clutch pedal. If the hydraulics are working properly, the end of the release fork arm should travel a minimum of 3/8". If the clutch does not release properly, even though the hydraulics are working correctly, either the release bearing is completely worn out (so the clutch cover is not being pushed far enough to release the clutch plate), or the plate itself is hanging up. Either of these problems require that the engine be removed to inspect and remedy the situation.

Problems (B) & (C) both require that the engine be removed to get at the clutch.

Clutch slip results from the plate being worn out or oily, (which also causes judder), or the clutch cover springs being weak. Since getting to the clutch is such a labour-intensive operation, we strongly recommend replacing the plate, cover and release bearing if you have a mechanical problem with your clutch. Also, check the clutch lever bush and pivot bolt and replace if worn. Excess play of the lever will cause premature wear on the release bearing. A new release bearing has 11/64" of carbon thrust face exposed from the metal body; if yours has 1/8" or less, it should be replaced. If the plate 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 face is scored noticeably.

Another source of lost motion is worn pedal clevises, and the slave cylinder rod & clevis. These should be replaced when wear becomes apparent, as a relatively small amount of movement works the entire system.

Clutch & Brake Master Cylinder

ill	Part Number	Description	Req.	Details
	GMC109*	MASTER CYLINDER	1	1500cc
	GMC109B*	MASTER CYLINDER	1	1600cc & MkII

*Note: The two master cylinders are identical except for the covers. The 1500cc master cylinder, GMC109, includes the correct 1500cc cover. Because of Lockheed production changes, the 1600cc master cylinder no longer includes the cover, but does come with cover screws & gasket allowing you to reuse your own cover. For detailed listings and illustration please refer to page 22.

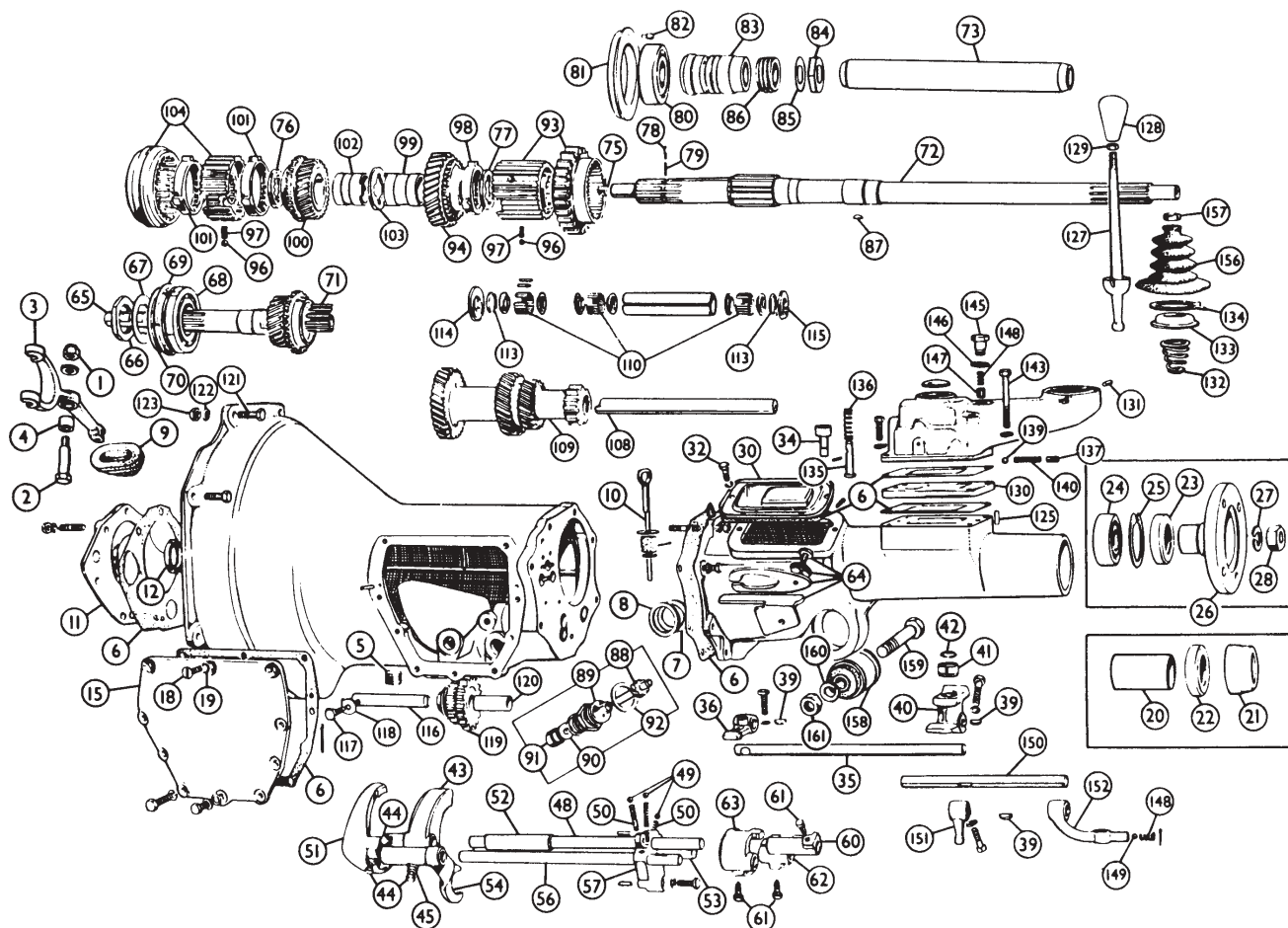
NI	8G8224	REPAIR KIT, (master cylinder)	1	See page 22
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Clutch Drive Components & Slave Cylinder

	GCK257	CLUTCH KIT, 3 pieces	1	1500, 1600cc & MkII To (e)3828
	GCK258	CLUTCH KIT, 3 pieces	1	1600cc MkII From (e)3829
2	GCP132	CLUTCH PLATE, 10 splines	1	1500, 1600cc & MkII To (e)3828
	GCP116	CLUTCH PLATE, 23 splines	1	1600cc MkII From (e)3829
3	GCC108	PRESSURE PLATE, new	1	all models
4	038788A	RETAINER, release plate	3	
5	7H3213	RELEASE PLATE	1	
6	GRB103	RELEASE BEARING	1	

Note: MGA starters have a habit of chewing up the flywheel ring gear (1G2874). While replacing the clutch, always check the ring gear for damage to the teeth, and have your machine shop install a new one if significant damage is present.

7	GHF202	NUT	1	1500cc To (e)4524
	GHF223	NUT	1	From (e)4525 through MkII
8	11G3145	BOLT	1	1500cc To (e)4524
	11G3196	BOLT	1	From (e)4525 through MkII
9	1G3653	LEVER, clutch release	1	1500cc To (e)4524
	11G3193	LEVER, clutch release	1	From (e)4525 through MkII
10	1G3582	BUSH, in lever	1	1500cc To (e)4524
	11G3195	BUSH, in lever	1	From (e)4525 through MkII
11	7H3048	RETAINER, release bearing	2	
12	SH605071	SCREW, plate to flywheel	6	



Gearbox

Gearbox Units

Ill	Part Number	Description	Req.	Details
NI	12H3140E	GEARBOX, recon/exchange	1	early 1500cc
NI	1H3167E	GEARBOX, recon/exchange	1	1500cc 1956/59
NI	1H3362E	GEARBOX, recon/exchange	1	1600cc
NI	22H73E	GEARBOX, recon/exchange	1	1622cc

Gearbox Components

1	GHF202	NUT	1	1500cc To (e)4524
	GHF223	NUT	1	From (e)4525 through MkII
2	11G3145	BOLT	1	1500cc To (e)4524
	11G3196	BOLT	1	From (e)4525 through MkII
3	1G3653	LEVER, clutch release	1	1500cc To (e)4524
	11G3193	LEVER, clutch release	1	From (e)4525 through MkII
4	1G3582	BUSH, in lever	1	1500cc To (e)4524
	11G3195	BUSH, in lever	1	From (e)4524 through MkII
5	6K499	PLUG, oil drain	1	To (e)15GD101
	2K5830	PLUG, oil drain	1	From (e)15GD101
6	SGB0004	GASKET SET, gearbox	1	oil seals not included
7	8G500	PLUG, blanking	2	
8	2K4971	WASHER, for plug	2	
9	22H1337	BOOT, clutch lever	1	
10	1G3802	DIPSTICK	1	
11	11G3197*	FRONT COVER	1	To (g)A8010
	48G179	FRONT COVER	1	From (g)A8011
12	88G545	OIL SEAL, input shaft	1	

*Note: Early cars had no oil seal, later cover & seal may be retrofitted.

15	1G3656	SIDE PLATE	1	
18	52K1226	SCREW, countersunk 5/16" UNF	3	To (g)A915
	53K162	SCREW, countersunk 5/16" UNC	3	From (g)A915
19	6K9012	WASHER	3	
20	1G3418	BUSH, sliding spline mainshaft (This bush must be honed to size after installation).	1	non-flanged mainshaft
21	11G3147	SEAL, thick steel/rubber/felt, ext.	1	1500cc To 20752

22	RTC447A	SEAL, thin steel/rubber, internal	1	1500cc From 20753 To end of 'GB' engine
23	1H3275	SEAL, flanged type mainshaft	1	
24	6K529	BEARING, flanged type mainshaft	1	
25	CCN240	CLIP	1	From 15GD engine
26	1H3304	FLANGE	1	
27	WL600121	WASHER, locking	1	
28	FNZ612	NUT	1	
30	1G3809	COVER	1	
32	SH504051	SCREW	6	
34	21H6060	BREATHER	1	
35	1H3368	SHAFT, remote control	1	
36	88G254	LEVER, front selector	1	
39	WKN404	KEY	4	
40	88G253	LEVER, rear selector	1	
41	22H15	BUSH, replacement	1	
42	1G3709	CLIP	1	
		(Used with original split type bush only).		
43	11G3135	FORK, 1st & 2nd gear	1	
44	2A3492	LOCK BOLT	3	
45	FNZ604	NUT	3	
48	11G3079	SHAFT, 1st & 2nd fork	1	
49	BLS110	BALL	3	
50	22A75	SPRING	3	
51	1H3257	FORK, 3rd & 4th gear	1	
52	1H3258	TUBE, spacing	1	
53	11G3140	SHAFT, 3rd & 4th fork	1	
54	11G3134	FORK, reverse gear	1	From (g) A290
56	11G3137	SHAFT, reverse gear fork	1	
57	11G3187	BLOCK, shaft locating	1	
60	11G3132	SELECTOR, 1st & 2nd gear	1	
61	1G3708	LOCK BOLT	3	
62	11G3133	SELECTOR, 3rd & 4th gear	1	
63	11G3131	SELECTOR, reverse gear	1	
64	22H746	ARM ASSEMBLY, interlock	1	
65	1G3611	SHAFT, input, 10 splined clutch	1	1500cc, 1600cc & early MkII
	22H56	SHAFT, input, 23 splined clutch	1	MkII from (e)16GC3929
66	1G3584	NUT	1	
67	1A3717	WASHER, locking	1	
68	6K885	BEARING, input shaft	1	
69	6K886	CLIP	1	

70	6K907	SHIM, 0.002"	a/r
71	8G2404	ROLLER	18
72	11G3035	MAINSHAFT, sliding joint type	1
	11G3221	MAINSHAFT, sliding joint type	1
			1500cc To (c)20752
			1500cc From (c)20753, (GA)101
			To end of 'GB' engine
	1H3277	MAINSHAFT, flanged type	1
			From 'GD' engine
73	AEH3242	SPACER, mainshaft	1
75	1A1964	RESTRICTOR	1

The factory manual recommends 30 grade engine oil for MGA gearboxes. Heavier oil will slow the gear change but its use is acceptable to quieten noisy gears. Use 40 or 50 grade oil.

76	11G3127	WASHER, 0.157"	a/r
	11G3128	WASHER, 0.159"	a/r
	11G3129	WASHER, 0.161"	a/r
77	1G3492	THRUST WASHER, rear	1
78	1G3268	PEG, front thrust washer	1
79	2K8960	SPRING	1
80	503791	BEARING, mainshaft	1
81	1G3586	HOUSING	1
82	1G3530	PEG	1
83	11G3223B	SPACER	1
84	1G3613	NUT	1
85	1G3612	WASHER, locking	1
86	11G3039	GEAR, speedo drive	1
	11G3225	NUT	1
	11G3226	WASHER, locking	1
	1H3151	GEAR, speedo drive	1
	FNZ612	NUT	1
	WL600121	WASHER, locking	1
	1H3151	GEAR, speedo drive	1
			1500cc To (c)20752
			1500cc From (c)20753
			or (G) A101
			To end of GB engine
			1500cc From (e)GD101

The MGA rear oil seal changed three times. The first tailpieces were fitted with an internal flush seal made up of steel and rubber. The later, and by far most common 1500cc's used a flanged seal that mounted over the tailpiece end. The last change incorporated an internal flush fit seal similar to the first. Some care is needed in determining which seal is appropriate for your car, as the parts found in any particular MGA today are not always the same parts the car left the factory with.

87	WKN304	KEY	1
88	1H3241	PINION, speedo drive	1
89	2A3256	PINION HOUSING	1
90	AAU2304A	SEAL, pinion	1
91	2A3255	RING	1
92	88G208	WASHER	1
93	48G422	FIRST GEAR, with hub	1
	48G422W0	FIRST GEAR RING, without hub	1
94	22H230	SECOND GEAR, improved type	1
		(Only use with 22H249 synchro ring).	
96	BLS109	BALL	6
97	6K884	SPRING	6
98	11G3063	SYNCHRO RING, 2nd gear, brass	1
		(Only use with original gear).	
	22H249	SYNCHRO RING, 2nd gear, steel	1
		(Only use with gear 22H230).	
99	11G3028	BUSH, 2nd gear	1
100	1G3594	THIRD GEAR	1
101	11G3022	SYNCHRO RING, 3rd & 4th gear	2
102	11G3029	BUSH, 3rd gear	1
103	1G3331	RING, interlocking	1
104	48G438	SLIDING HUB & DOG, 4th gear	1
108	1H3305	SHAFT, laygear	1
109	22H54	LAYGEAR	1
110	AAU3052	BEARING, needle roller	3
113	11G3027	CIRCLIP	3
114	1G3576	THRUST WASHER, front	1
115	1G3577	THRUST WASHER, rear 0.155"	a/r
	1G3578	THRUST WASHER, rear 0.157"	a/r
	1G3579	THRUST WASHER, rear 0.160"	a/r
	1G3580	THRUST WASHER, rear 0.163"	a/r
116	88G258	SHAFT, reverse gear	1
117	1G3581	LOCK BOLT, reverse shaft	1
118	1B3363	TAB WASHER	1
119	22H83	REVERSE GEAR	1
120	11G3092	BUSH	1
121	BH605101	BOLT, gearbox to engine	7
122	GHF332	WASHER	7
123	GHF201	NUT	7
125	AEG3101	PIN	2
127	AEG3112	GEAR LEVER	1
128	1G3706	GEAR LEVER KNOB	1
			reproduction of original, see accessories
129	FN205	NUT, chrome plated	1
130	AEG3118	PLATE	1
131	AEG3106	PIN	2
132	11G3144	SPRING	1

133	1G3927	RETAINER	1
134	1H3087	CIRCLIP	1
135	AEG3120	PLUNGER, reverse selector	1
136	1G3863	SPRING, plunger	1
137	2K6534	PLUG, plunger	1
139	BLS110	BALL, plunger	1
140	22A75	SPRING, plunger	1
143	BH605221	BOLT, long	2
145	AEG3113	CAP, remote damper	1

Lubricating the remote control shaft and shift lever socket will improve the action of the shifter. Remove the control tower assembly and wash it out with solvent. Wipe dry and apply a small amount of white grease to the shaft near the bearing surfaces. Work the lever back and forth to distribute the lubricant. Apply also at the base of the gear change lever and gear change socket. If you are lacking white grease, ordinary engine oil will suffice.

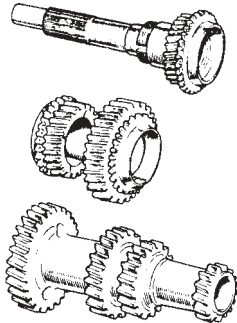
146	AEG3122	WASHER	1
147	AEG3124	PLUNGER	1
148	AEG3123	SPRING	2
149	BLS108	BALL	1
150	AEG3114	SHAFT, remote control	1
151	AEG3115	LEVER, front	1
152	AEG3116	LEVER, rear	1
156	14A1468	GEARSHIFT BOOT	1
157	AHH5388	CHROME RING	1
158	AHH5031	GEARBOX MOUNTING	1
159	BH608261	BOLT, rear mounting	1
160	GHF335	WASHER	1
161	GHF225	NUT	1

Straight Cut Close Ratio Gear Set*

This 4 piece gear set was primarily used on the MGA using the thinner (0.643") 3 bearing layshaft (part no. 1H3305) and is not supplied with 1st speed or reverse gears. The kit uses 4 caged needle rollers (part no. AAU3052) with 4 thin spacers and 1 long spacer and will not fit 3 synchro boxes with the thicker (0.6681") layshaft. The bronze 2nd gear baulk ring 11G3063 must be used as the synchro cone has not been metal sprayed. Modify standard thrust washers to suit. Also, EP80 oil should be used (no fancy stuff).

*Note: Straight cut gears are not for the faint hearted, they are noisy. They are really only suitable for racing.

STN70X Gear Set (straight cut) 1



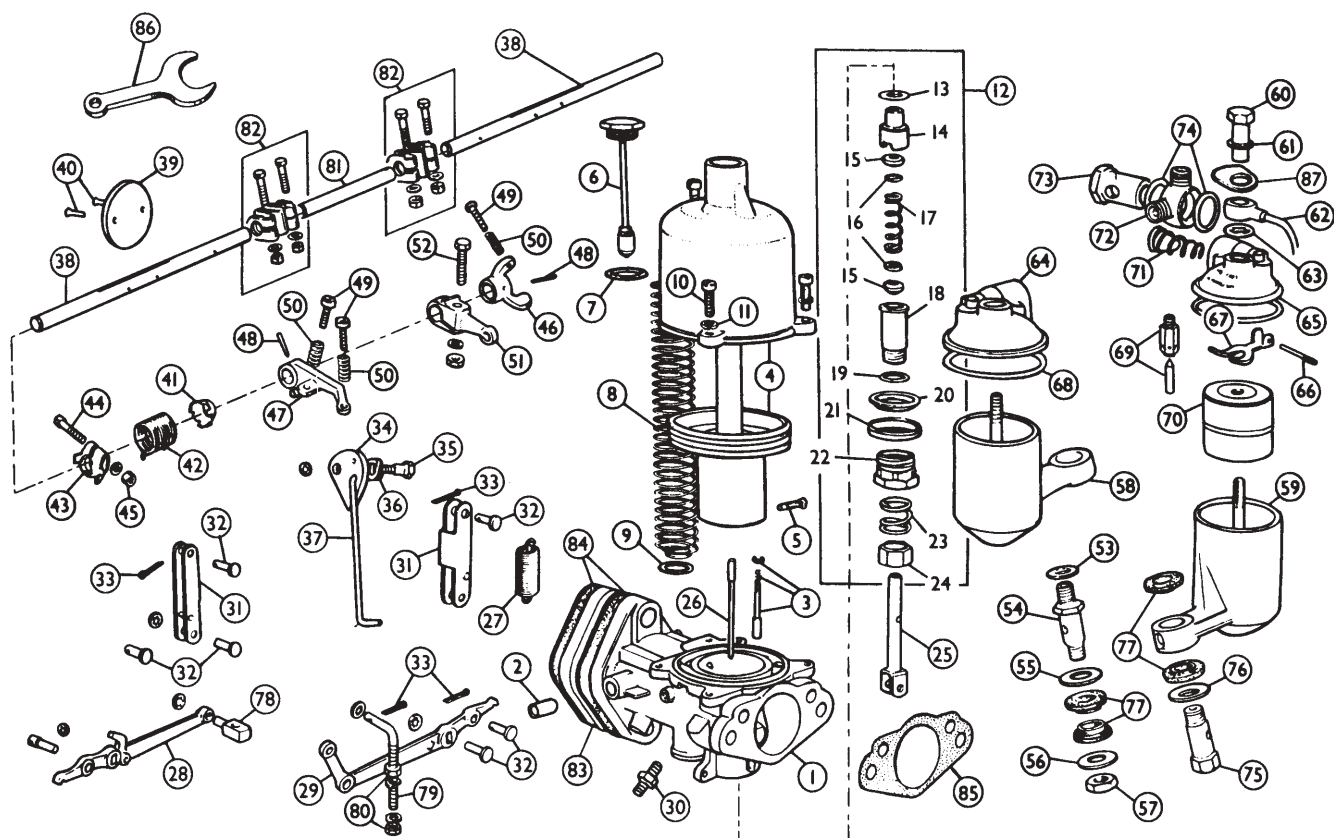
Helical Cut Close Ratio Gear Set

This 5 piece gear set was primarily used on the late competition MGA. It uses the thicker (0.6681") 4 bearing layshaft (part no. 88G400) and includes a straight cut 1st gear including the inner hub (part no. 48G422). The kit uses 4 caged needle rollers (part no. 22H471) with spacers. MGA (& MGB pre-1966) gearboxes will require machining to suit (refer to the MGB 'Special Tuning' handbook AKD4034-First Edition). The bronze 2nd gear baulk ring (11G3063) must be used as the synchro cone has not been metal sprayed. Modify standard thrust washers to suit. EP80 oil instead of standard engine oil should be used in competition racing/rallying- no additives.

STN70 Gear Set (helical cut) 1

GEAR RATIOS	1st	2nd	3rd	4th
STANDARD RATIOS	3.64	2.21	1.37	1.00
CLOSE RATIOS	2.45	1.62	1.268	1.00

Never work under a car unless it is supported on stands intended for the purpose. Do not support a car on bricks, blocks, hollow tiles or other props that may crumble under a load. It is important to remember that a car jack (scissor, trolley or any other type) should only be used to change tyres or raise the vehicle into a safe position for insertion of more permanent supports. Under no circumstances should anyone work under a car that is supported solely by a jack.



Carburettors

ill	Part Number	Description	Req.	Details
	AUC784	CARBURETTORS, (pair), new	1	1500cc
	AUC784E	CARBURETTORS, (pair), recon	1	
	AUC943	CARBURETTORS, (pair), new	1	1600cc & MkII
	AUC943E	CARBURETTORS, (pair), recon	1	
	(Carburettor sets are sold on an exchange basis).			
1	AUD9045	FRONT BODY, bare	1	1600cc & 1600cc MkII
	AUD6033	REAR BODY, bare	1	
2	AUD3080	BUSH, in carburettor body	4	
3	WZX1105	PIN	2	
4	AUD9500	CHAMBER & PISTON	2	1600cc & 1600cc MkII
5	AUC2057	SCREW, jet needle retaining	2	
6	AUC8102HB	DAMPER, brass cap without vent	2	
	AUC8102A	DAMPER, plastic cap without vent	2	
	AUC8114A	DAMPER, plastic cap with vent	2	1600cc & 1600cc MkII
7	AUC4900A*	WASHER, damper	2	
8	AUC4387	SPRING, red	2	
9	AUC3071	WASHER	2	
	(Used with original tapered-end springs only).			
10	JZX1394	SCREW	6	inc. items 13 to 24 for one carb
11	AUC2246	WASHER, locking	6	
12	WZX1593*	JET BEARING KIT	2	
13	AUC2122*	WASHER, copper, upper	2	
14	AUC3230	JET BEARING, upper	2	inc. items 15, 20 & 21 for one carb
15	AUC2120*†	SEAL, cork	4	
16	AUC2119	WASHER, cupped	4	
17	AUC1158	SPRING, jet gland	2	
18	AUC3231	JET BEARING, lower	2	1500cc
19	AUC3233	WASHER, copper, lower	2	
20	AUC2118*†	SEAL, cork	2	
21	AUC2117	RING, sealing, (aluminium)	2	
22	AUC3232	NUT, sealing	2	1500cc
23	AUC2114	SPRING, mixture nut	2	
24	AUC2121	NUT, mixture adjusting	2	
25	WZX1595*	JET ASSEMBLY KIT	2	
26	AUD1222*	NEEDLE, GS standard	2	1500cc
	AUD1102	NEEDLE, CC rich	2	
	AUD1003	NEEDLE, 4 lean	2	
	AUD1005*	NEEDLE, 6 standard	2	

AUD1295	NEEDLE, R0 rich	2	1600cc & 1600cc MkII
AUD1045	NEEDLE, A0 lean	2	
27 AUC4667	SPRING, return	2	for worn carb bodies
28 AUC5091	LEVER, front	1	
29 AUC5092	LEVER, rear	1	
30 AUC4490	UNION, vacuum pipe	1	
31 AUC4819	LINK	2	
32 AUC2381	CLEVIS PIN	6	
33 ZPS204*	SPLIT PIN	8	
34 AUC4730	CAM	1	
35 AUC3471	BOLT	1	
36 AJD7722	WASHER, double spring	1	
37 AUC4732	LINK	1	
38 AUC3242	THROTTLE SHAFT, standard	2	
AUC3242RP	THROTTLE SHAFT, oversize	2	
39 WZX1323	DISC, throttle	2	
40 AUC1358	SCREW	4	
41 AUC4770	ANCHOR, spring	2	
42 AUC4781	SPRING, front	1	
AUC4782	SPRING, rear	1	
43 AUC4771	END CLIP	2	
44 AUC2669	SCREW	2	
45 AJD8014Z	NUT	2	
46 AUC2198	STOP	1	
47 AUC4713	LEVER	1	
48 AUD2906	PIN	2	
49 AUC8483	SCREW	3	
50 AUC2451	SPRING	3	
51 AUE180	LEVER	1	
52 AUC2694	BOLT	1	
53 AUC1384	WASHER	2	late type
54 AUC1387	BANJO BOLT	2	
55 AUC1389	WASHER, upper	2	
56 GHF302	WASHER, lower	2	
57 AJD8296Z	NUT	2	
58 AUC3496	FLOAT CHAMBER, front	1	
59 AUC3495	FLOAT CHAMBER, rear	1	
60 AUC1867	CAP NUT	2	
61 AUC1557*	WASHER, aluminium	2	
62 AUC3202	OVERFLOW PIPE	2	

63	AUC1928*	WASHER, fibre	2	
64	AUE254	COVER, front, with lever	1	
65	AUE255	COVER, rear, with lever	1	
66	AUC1152*	PIN	2	
67	AUC1980*	FLOAT LEVER	2	for original lids
	AUD2285	FLOAT LEVER	2	for replacement lids
68	AUC1147A*†	GASKET, cover	2	
69	WZX1101A	NEEDLE & SEAT	2	standard
	GAC9201X	GROSE JET	2	uprated
		(Superior replacement for original style needle & seat).		
70	WZX1303	FLOAT	2	
71	AUC2139	SCREEN	2	
72	AUC1832	BANJO	1	
73	AUC2698	BANJO BOLT, lid	2	
74	AUC4900A*	WASHER	4	} early type
75	AUC1335	BANJO BOLT, mounting	2	
76	AUC1337	WASHER	2	
77	AUC1534*†	RUBBER WASHER	4	
	WZX996	TRUNNION	1	inc. items 78, 79 & 80
78	AUC4916	TRUNNION	1	
79	AUC4915	ROD, link	1	
80	AJD8012Z	NUT	2	
81	AUC2433	CONNECTING SHAFT	1	
82	AUE75	COUPLING CLAMP	2	
83	AHH5713	SPACER, carburettor to manifold	2	
84	AEH551*†	GASKET, carburettor mounting	6	
85	12G2125*†	GASKET, air cleaner mounting	2	
86	AUD2693	JET ADJUSTING SPANNER	1	
87	CRCP395	CARB 'ID TAG', (AUC 784)	2	1500cc
	CRCP393	CARB 'ID TAG', (AUC 943)	2	1600cc & MkII

Carburettor Rebuild & Gasket Kits

GAC2101X	REBUILD KIT, 1500cc	1	inc. all items marked*
GAC2102X	REBUILD KIT, 1600cc/MkII	1	inc. all items marked*
AUE801A	GASKET SET	2	inc. all items marked†
CRK205	REPAIR KIT	2	alternative

SU Carburettor Choke Adjustment

Mixture adjustment and synchronisation of SU's seems to be widely understood. Of equal importance is the adjustment of the choke mechanism. If set too rich, the carburettor will fill the cylinders with raw fuel and dilute the engine oil, causing premature bearing, piston ring, and cylinder wear. If set too lean, the car is hard to start, which drains the battery and overheats the driver.

Of first consideration is the fit of the clevis pins in the choke levers. If these holes are excessively worn, the chokes will not operate through their entire range. New levers (AUC5091 & AUC5092) and clevis pins (AUC2381) are the cure for this problem.

Once the new parts are fitted, adjust the slack out of the choke linkage at the inter-connector link. Slacken the top and bottom so the linkage is 'relaxed', then tighten the bottom nut so that just a bit of pressure is brought to bear on the lever. Do not overcompensate, as this will 'pre-load' the chokes and cause over-rich mixtures. Once set to your satisfaction, run the top nut to the bottom as a lock nut. Now, hook up the choke cable. Give it a turn to the right to help the cable lock work, and don't get the cable too tight; leave a little slack.

The fast idle cam may be adjusted to suit weather conditions by moving the link rod to the appropriate hole. No.1 opens the butterfly a small amount slowly. No.3 opens it a large amount quickly. No.3 is intended for colder weather, no.1 for warmer climates. Yours may be set at no.2, where the majority were set to begin with. If so, you may want to leave it alone, as the no.2 setting seems to work in just about any climate. The fast idle screw should be set last of all and should be backed off completely when setting the idle, and synchronising the carburettors. Set the screw so it is about 1/32" shy of the cam. Smear a dab of light grease on the cam face. If the idle screws do not hold their setting, new springs are in order.

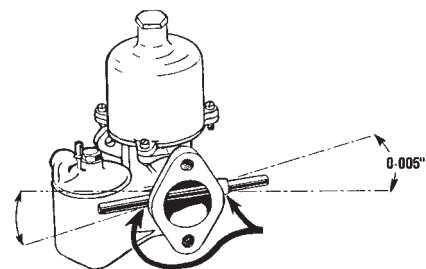
Complete Carburettor Rebuild

Re-bushing carburettor bodies and fitting new throttle shafts is a major part of a proper carburettor rebuild that is often overlooked. Air leaks due to worn bodies and shafts cause rough idle, poor performance and poor fuel economy.

Checking the shaft and body clearance is a simple matter of wiggling the shafts up and down. Any appreciable play indicates wear on the bushes and shafts. Some wear is to be expected, but performance is seriously affected when clearances are over 0.005". Verification is done with the engine running at idle speed. Spray the joints of the shafts with an aerosol carburettor cleaner. If your idle speed changes, there is a leak around the shafts.

If you can wiggle your throttle shafts an appreciable amount, they probably need to be replaced or the carburettor body re-bushed. Spray carburettor cleaner here- if your idle speed changes, then the throttle shafts leak. Quite often, the problem can be fixed by simply replacing the throttle shafts. Remove the couplings and springs from the shafts and clean the exposed portions of the shafts.

Mark the butterfly plates with a felt-tip pen to record which way they face and which end is installed upwards, then remove the two securing screws. Pull the plates out, and slide the shafts sideways until a clean unworn section of the shaft is in each side of the body. Now wiggle them up and down and back to front to gauge whether any play is present. If none, a new of standard shafts should solve the problem. Oversize shafts (if not already fitted) can be purchased to take up a small amount of play. Standard shafts measure 0.310", while the oversize shafts are appropriately larger. (Not all oversize shafts are exactly the same size.) If the bodies and shafts are both worn, the carburettor bodies require re-bushing.

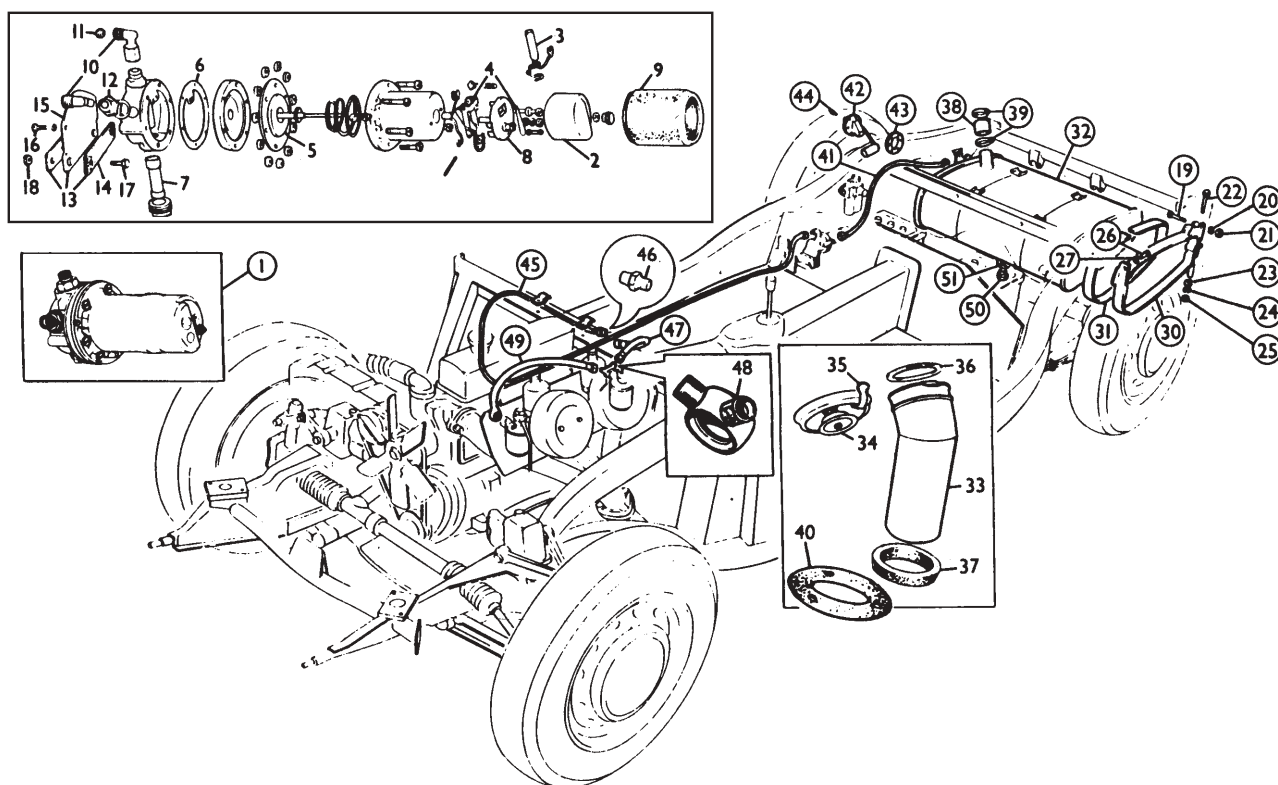


To re-bush bodies, the old bushes (or the bodies, if your carburettors don't have bushes) must be drilled out, just short of entering the venturi to a diameter just smaller than the bush diameter. Since each side of the carburettor must be drilled separately, accurate alignment of the two holes is difficult to maintain. We have found that an easy way to do this is to chuck the proper sized drill in a lathe, and run the carburettor body into the drill with the tail-stock centre. New bushes (part No AUD3080) are then pressed into the bodies, and reamed to fit the new spindles with the minimum clearance which allows rotation of the spindle. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the opposing bush. Sometimes it is necessary to lap the spindle in the bushes. This is done by chucking the spindle in a hand drill and running it dry in the reamed bushes. Do not use any abrasive compound, the dark oxide that is formed will be enough. Add a drop of oil, and continue until the shaft rotates freely in the bushes. Refit the butterfly plates and drill the shaft for the adjusting levers, drill the taper pin holes with the throttle completely closed. The drilling is best done from the underside on a drill press with the parts clamped in a jig. The hole must be drilled exactly on centre or the shaft will be spoiled.

After re-installation of the throttle plates and return springs, the rest of the carburettor rebuild is routine. Keep in mind that the throttle plates must be centralised before the screws are tightened.

If all of this seems rather complex, it is.

Re-bushing carburettors takes patience, specialised tools, and experience. The easiest alternative for the average enthusiast is to buy a pair of re-bushed carburettor bodies or rebuilt carburettors.



Fuel Tank, Pump & Pipes

ill	Part Number	Description	Req.	Details
1	AZX1328	FUEL PUMP, new original	1	
	AZX1332	FUEL PUMP, new replacement	1	
2	AUA5078	CAP, stepped	1	
	AUA1466	CAP, flat	1	
3	CZX1005	CONDENSER	1	
4	AUB6106A	POINT SET	1	
5	WZX1710	DIAPHRAGM, fuel pump	1	shaft length 2 3/8"
6	AUA4082	GASKET, body	1	
7	AUA1464	SCREEN, filter	1	
8	AUB6034	PEDESTAL	1	
9	ACG5147	BOOT, fuel pump cover	1	
NI	MM375-038	UNION, (3 piece)	2	inc. items 10, 11 & 12
10	AUA1478	ELBOW	2	
11	AUA1486	OLIVE	2	
12	AAA17	NUT	2	
13	AAA1477K	MOUNTING KIT, fuel pump	2	inc. items 14 to 18
14	AAA260*	PAD, pump mounting	2	
15	AAA261	PLATE, retaining pad	1	
16	AJD6155Z	SCREW, plate to pump	2	
17	GHF101	SCREW, pads to plate	2	
18	GHF221	NUT, nyloc	2	
19	GHF118	BOLT	2	
20	GHF332	WASHER, locking	2	
21	GHF200	NUT	2	
22	BH604221	BOLT	2	
23	GHF300	WASHER, plain	2	
24	GHF331	WASHER, locking	2	
25	GHF200	NUT	2	
26	SH605051	SCREW	2	
27	GHF332	WASHER, locking	2	
30	AHH5107	STRAP, tank mounting	2	
31	AHH5115*	PACKING, fuel tank straps	2	
32	AHH5121	FUEL TANK, steel	1	
	AHH5121A	FUEL TANK, aluminium	1	
33	AHH5104	EXTENSION, original type	1	
34	ACH5781	FUEL CAP, original type	1	
35	97H474	LEVER, fuel cap	1	
36	ACH5850	SEAL, fuel cap, (cork)	1	
37	ACH5780*	FERRULE, extension to body	1	(rubber)
38	UKC9920	HOSE, extension to tank	1	
39	CS4038	CLAMP, hose	2	
40	AHH5260*	SEAL, filler pipe, on boot floor	1	

41	AHH5290	FUEL PIPE, tank to pump	1	
42	AHH5114	SENDER UNIT, fuel gauge	1	original
	AAU8340	SENDER UNIT, fuel gauge	1	replacement
43	2H1082	GASKET, sending unit	1	
44	53K165	SCREW	6	
45	AHH5288	FUEL PIPE, pump to flex pipe	1	
46	AHH5288X	UNION	1	
47	AHH5544	FUEL PIPE, pipe to carburettor	1	
48	AUC1832	BANJO UNION	1	
49	ACH8977	FUEL PIPE, (carb to carb)	1	
50	88G257	DRAIN PLUG	1	
51	6K638	WASHER, drain plug	1	
NI	608591A	SEALANT, fuel tank	1	see accessories for full product range

*Note: See also 'Front Body Fittings' on page 46/47 and 'Rear Body Fittings' on page 48.

Diagnosing Fuel Pump Problems

Most fuel pump problems are best cured by a direct replacement of the pump. A brief trouble shooting session will help you determine if a fuel pump is needed, or if you have a problem that can be easily fixed.

No click

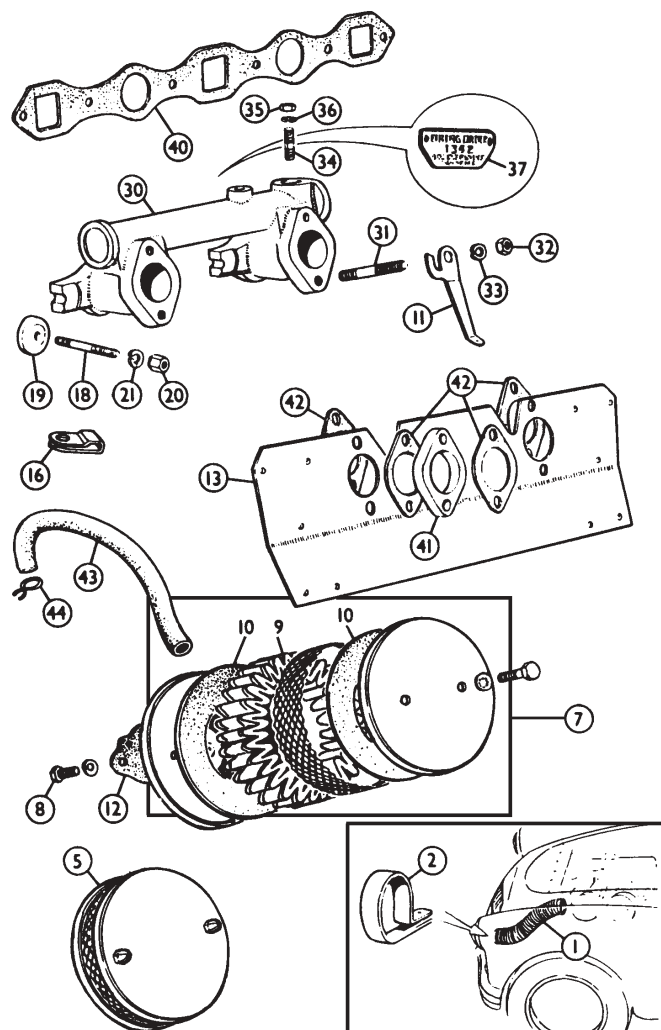
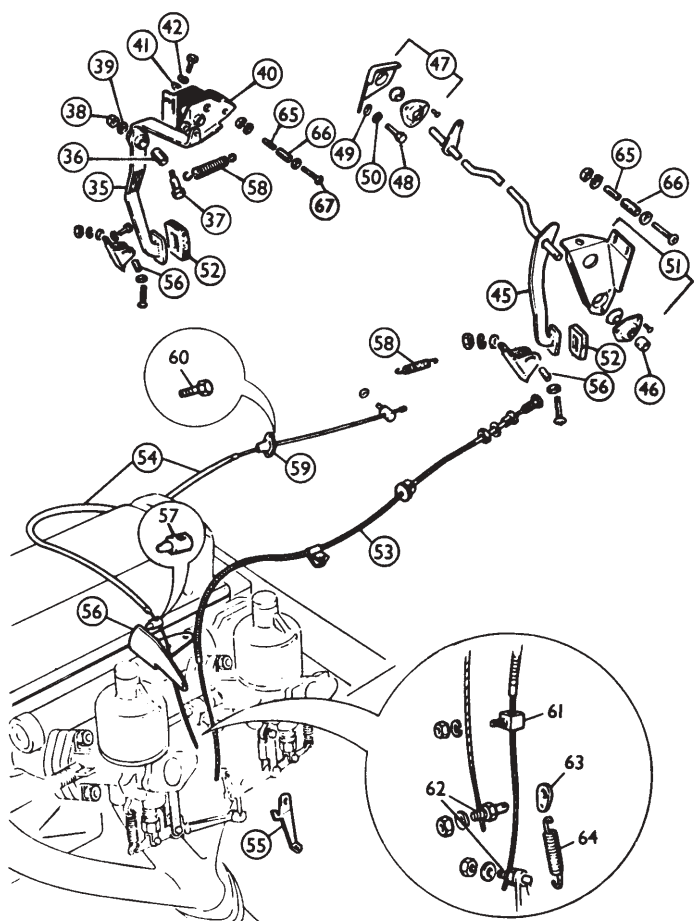
Check the electrical supply to the pump. Check the earth connection and the fuse. Tap the pump. If the pump starts, the points need replacing or there is a bad electrical connection. Disconnect the fuel pipe at the carburettor. If the pump now works, it is likely that there is a stuck float needle valve.

No Fuel

If the electrical parts check out okay and the pump either does not click at all, or stops clicking after a brief moment, the delivery pipe from the tank may be clogged. Check the pipe and the tank for foreign matter or obstructions. Blow through the delivery pipes into the tank. If the pump runs again momentarily, then the obstruction is probably in the tank. See that the filter in the pump is clean.

Pump won't shut off

If the pump will not shut off, there is an air leak. Air leaks are common at the inlet and outlet elbows. A float needle that is stuck open will also cause the pump to run. This will be immediately evident as fuel will pour out of the overflow. A pair of Grose Jets (GAC9201X) will eliminate this problem. If you choose not to use Grose Jets, see that the overflow tubes are in good condition, (part no. AUC3202) as otherwise the fuel will be sprayed over the hot exhaust manifold and exhaust pipe. Occasionally a pump will be able to rid itself of air bubbles. After working on the fuel system, run the pump and loosen the front carburettor connection. Tighten this fitting as the pump runs. This will 'bleed' the fuel system of air.

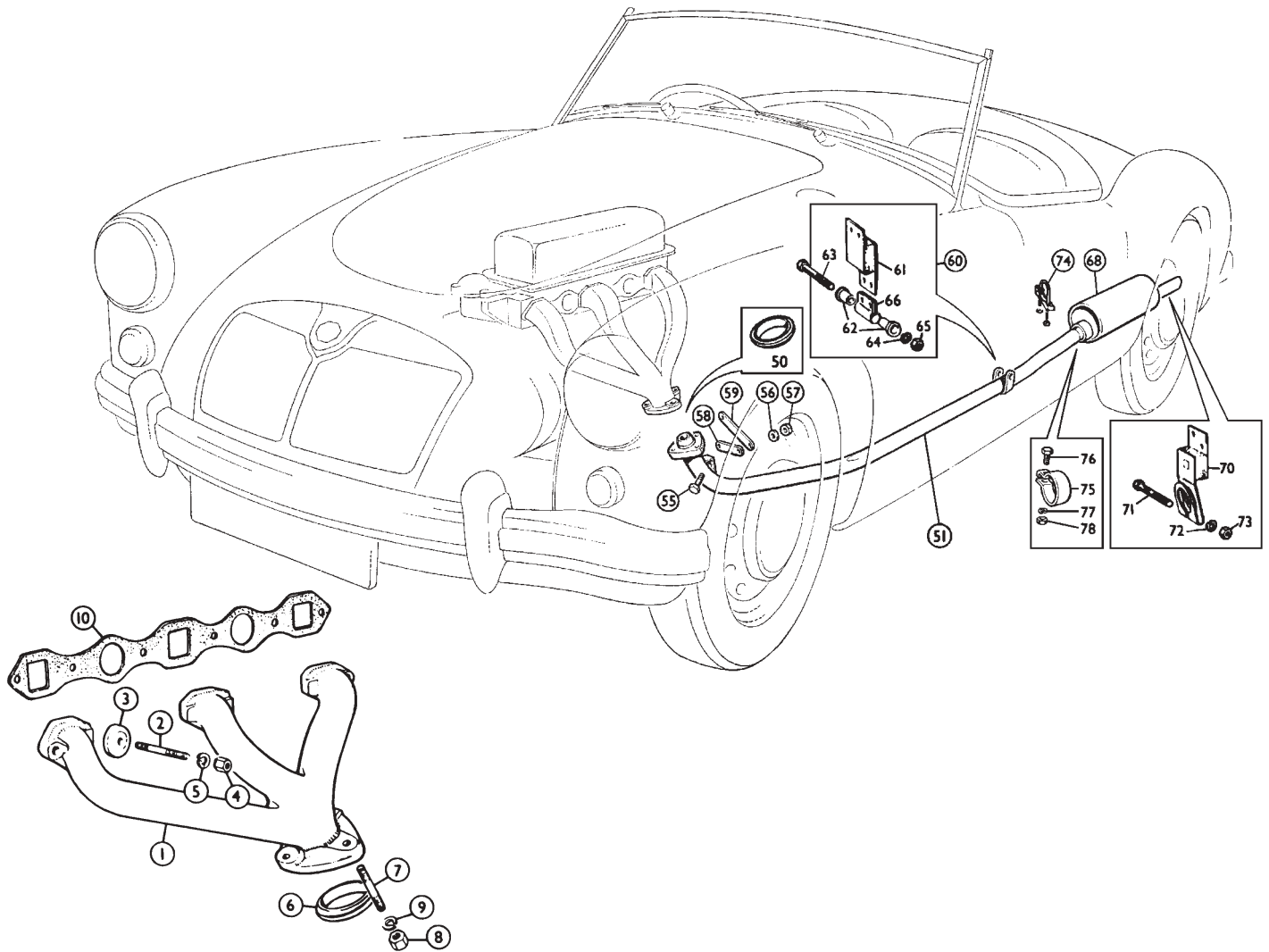


Engine Controls

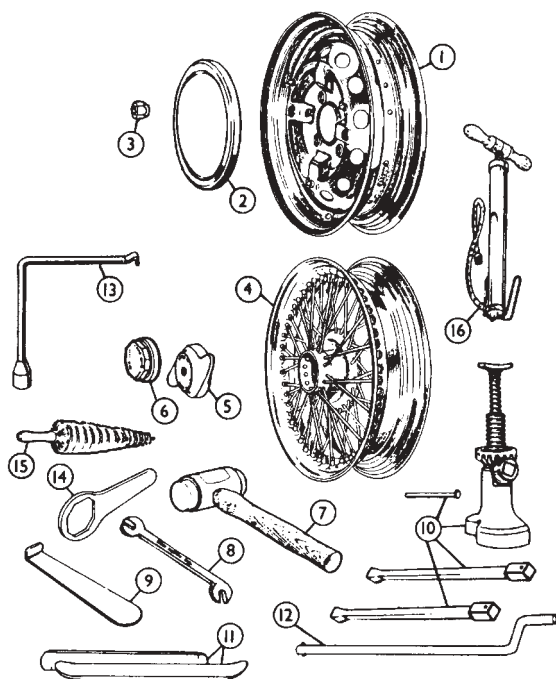
ill	Part Number	Description	Req.	Details
35	AHH5300	ACCELERATOR PEDAL	1	RHD models
36	AHH5301	BUSH	1	
37	AHH5306	FULCRUM PIN	1	
38	GHF201	NUT, plain	1	
39	GHF332	WASHER, locking	1	
40	AHH5302	BRACKET, pedal mounting	1	
41	GHF300	WASHER, plain	4	
42	GHF331	WASHER, locking	4	
45	AHH5311	ACC' PEDAL & CROSS-SHAFT	1	
46	AHH5314	COLLAR, locating	1	
47	AHH5320	BRACKET, including pivot, RH	1	LHD models
48	SH604051	SCREW, bracket to chassis	5	
49	GHF300	WASHER, plain	5	
50	GHF331	WASHER, locking	5	
51	AHH5321	BRACKET, including pivot, LH	1	
52	GPR105A	PEDAL PAD, accelerator	1	
53	AHH5333	CHOKE CABLE, RHD	1	
	AHH5336	CHOKE CABLE, LHD	1	
54	AHH5625	ACCELERATOR CABLE	1	accelerator spring
55	AHH5339	BRACKET, anchor	1	
56	AHH5310	BRACKET, cable	1	
57	ACA5289	CABLE ANCHOR	1	
58	AHH5624	SPRING, pedal return	1	
59	AHH5308	GUIDE, accelerator cable	1	
	ACA5073	GASKET, accelerator cable guide	1	
60	PMZ308	SCREW, for guide	2	
61	ACH5112	TRUNNION	1	
62	ACC5062	CABLE STOP	2	
63	12A4	BRACKET, accelerator spring	1	
64	AHH5621	SPRING, accelerator return	1	
65	AHH5303	DISTANCE TUBE, pedal stop	2	
66	AHH5304	STOP, accelerator pedal, (rubber)	1	
67	SE604121	SCREW, pedal stop	1	

Air Cleaners & Inlet Manifold

ill	Part Number	Description	Req.	Details
1	AHH5394	AIR HOSE, grille to carb	1	
2	AHH5714	CLAMP, air hose	1	
5	SGPF102	AIR FILTER, chrome, (accessory)	2	see accessories catalogue
7	AHH5147	AIR FILTER, front, original type	1	
	AHH5148	AIR FILTER, rear, original type	1	
8	GHF120	BOLT, air filter to carburettor	4	
9	AHH5442	ELEMENT, for original filter	2	
10	AHH5441K	FELT PAD SET	1	not included with air filters
11	AHH5339	BRACKET, anchor	1	accelerator spring
12	12G2125	GASKET, filter to carburettor	2	
13	AHH5533	HEAT SHIELD, with asbestos pads	1	
16	AHA8683	CLIP, overflow tube	1	side of the block
18	FHS2515	STUD, long	4	manifolds to head
	FHS2513	STUD, short	2	
19	1G2418	WASHER, manifold stud	4	
20	AHH8382	NUT, manifold stud	6	
21	GHF332	WASHER, locking	4	manifold stud
30	AEH660	INLET MANIFOLD	1	
31	53K2236	STUD, carburettor mounting	4	
32	GHF202	NUT, carburettor stud	4	
33	GHF333	WASHER, locking, carburettor stud	4	
34	AHH5299	STUD, accelerator bracket	1	
35	GHF202	NUT	1	
36	GHF332	WASHER, locking	1	
37	CRB204	ID PLATE, inlet manifold	1	1500cc
	CRB205	ID PLATE, inlet manifold	1	1600cc & MkII
40	AJM602	GASKET, manifold to head	1	
41	AHH5713	SPACER, carburettor to manifold	2	
42	AEH551	GASKET	6	
43	ACA5524	BREATHING HOSE	1	
44	ACA5290	CLAMP	2	



NI	FSMGAOE	EXHAUST, 2 piece	1	} stainless steel
NI	FSMGA	EXHAUST, 3 piece	1	
NI	STR705SB	SPORTS SILENCER, free-flow	1	} black finish with twin chrome tail pipes



Road Wheel & Tools

ill	Part Number	Description	Req.	Details
1	ACH8004	ROAD WHEEL, round holes	5	To 63576
	AHH8010	ROAD WHEEL, oval holes	5	From 63577
2	88G290	HUB CAP	4	steel wheel
3	88G276	WHEEL NUT	16	
4	WWP450*	WIRE WHEEL, painted	5	15" x 4" 48 spoke wheels factory option 15" x 4" 48 spoke wheels
	WWC450*	WIRE WHEEL, chrome	5	
	7H1805**	PAINTED SPOKE, long, outer	80	
	7H1806**	PAINTED SPOKE, short, inner	160	
	7H1709	NIPPLE, stainless steel	240	
	WWP452*	WIRE WHEEL, painted	5	
	WWC452*	WIRE WHEEL, chrome	5	
	17H8620**	SPOKE, short, inner	200	
	17H8619**	SPOKE, long, outer	100	
	7H1709	NIPPLE, stainless steel	240	
	WWP457C*	WIRE WHEEL, painted	5	15" x 5.5" 72 spoke wheels competition
	WWC457C*	WIRE WHEEL, chrome	5	

*Note: See accessories catalogue for alternative road wheels.

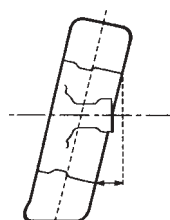
**Note: Individual spokes are supplied without nipples, which must be purchased separately.

5	AHH7317A	KNOCK OFF, two eared, RH	2	with MG logo
	AHH7318A	KNOCK OFF, two eared, LH	2	
	AHH7135A	KNOCK OFF, octagonal, RH	2	
	AHH7316A	KNOCK OFF, octagonal, LH	2	
	AHH7317	KNOCK OFF, two eared, RH	2	plain
	AHH7318	KNOCK OFF, two eared, LH	2	
	AHH73173	KNOCK OFF, three eared, RH	2	
	AHH73183	KNOCK OFF, three eared, LH	2	
6	AHH7316†	KNOCK OFF, octagonal, LH	2	
	AHH7315†	KNOCK OFF, octagonal, RH	2	
7	11B5166	WHEEL HAMMER, copper faced	1	as original, 11/2 lbs.
	C27290	WHEEL HAMMER, copper/rawhide	1	2 lbs.
8	MM385-800#	SPOKE SPANNER	1	

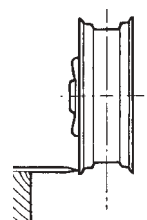
†Note: Octagonal 'safety' knock-off's are required in some countries. Use with spanner (AHH5839 - item 14).

#Note: This wide-faced spanner is the correct size to turn tight spoke nipples without rounding them off, and the 7" length provides good leverage. Quality steel is used and the spanner is nicely plated, plus we guarantee it for life!

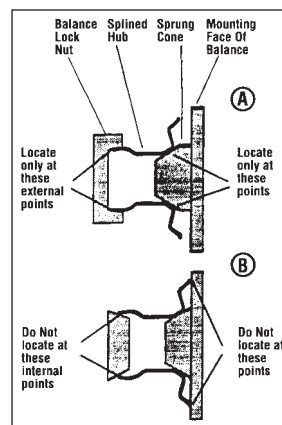
9	NAM1412	TOOL, hub cap remover	1	
10	AHH5124K	JACK, (inc. 2 piece handle & bar)	1	
11	AJJ281K	TYRE IRON SET	1	
12	AHH5080	STARTING HANDLE	1	faithful repro of original
13	31G5961	WHEEL BRACE	1	for steel wheels
14	AHH5839	SPANNER	1	(octagonal knock-off's)
15	GAC4089	BRUSH, wire wheels	1	
16	523638A	TYRE PUMP	1	



Bear in mind that the wheel is capable of being flexed by 4"... it is then supposed to return to the original shape!



Checking vertical run out by spinning the wheel on a front hub.



So You Think You've Got Wobbly Wire Wheels? (By Pete Cox)

Back in the good old days when Pete Buckles and myself were young lads, we were able to buy virtually direct from Dunlop, so the wire wheels were inexpensive. These British made wheels were sold mostly to the TR Register members at insanely low prices. 4.5" x 60 spoke wire wheels went out at £4.10.0d!, with no VAT to pay and, we still made a pound on each wheel! The low prices enabled me to indulge in experiments: if they didn't work (or fit), offending wheels would always be 'sold on' and a couple of 'bob' profit could still be made.

Now, wire wheels are built to flex (or bend) and this was brought shockingly home to me on one occasion when Pete Buckles visited me in Birmingham (remember Clapgate Lane?). We were off to visit a supplier (who incidentally, still stamps out trunnion blanks for Moss). Pete's TR3 followed my TR2 down an interestingly twisty road which I happened to know particularly well, and after exiting a seriously exciting corner I looked in the mirror to check on the progress of our illustrious leader, and was horrified to see his car in a lurid slide (he maintained it was under control) with its outside front wheel keeling over at a crazy angle, almost 6° off vertical. This memory has remained vivid ever since, and is one explanation why Moss Europe (formerly Cox & Buckles) do not sell second hand or reconditioned wire wheels.

If it is assumed that both hub & rim of a wire wheel are in good condition, it may be worth having the wheel re-spoked 'as necessary' and then trued up by a competent re-builder. The wheel will probably need shot blasting and stove enamelling which will bring the cost to near to (or possibly over) the price of a new wheel. Remember also that you have got a used, worn wheel, not a nice new one. Bear in mind then, that the wheel is capable of being flexed by 4" (i.e., the hub is fixed and the top of the wheel is 4" further out than the bottom), while it is rotating at speed on the road, and it is then supposed to return to the original shape. NOW decide if you still want the wheel re-built! We certainly would not want to guarantee one.

Slight sideways run-out (or 'out of true') with wire wheels is therefore not significant: A couple of hard corners will soon re-arrange the wheel spokes anyway. Vertical 'run out' should not be permitted, ever. By far the most common cause of wire wheel 'wobbles' is an incorrect method employed in balancing. A simple spirit level balancer is the thing to seek out. Under no circumstances should balancing be attempted on the now common dynamic machine without the use of the special sprung cones shown in the illustration, because, although the wheel locates correctly on its inner coned surface, these machines 'try' and locate onto the inside of the wire wheels outer flange - which is NOT a true machined surface. This incorrect technique appears as terrific sideways run-out and the balancing 'specialist' always blames the wheel. Now you know the truth. It is always best to check the wire wheel by clamping it onto a front hub, using the correct knock-on nut BEFORE fitting the tyre. Spin the wheel on the hub and check sideways or vertical run-out (as shown in the illustration), and observe or measure the run-out. + or - 1/16" is not a problem, even +/- 1/8" is barely detectable on the road.

On conclusion our new wire wheels are built and assembled to the highest standards. When your wheel/tyre fitter says they are no good, there is a very, very strong chance that he is not using the equipment in a fashion which is appropriate for wire wheels. The above tips will allow you to check the 'truth' of the wire wheel, whether the wheel is new or used. It's a sad truth wire wheels have a bad reputation that they don't deserve, but the people who give them a bad reputation, actually deserve it themselves. We have total confidence in the Dunlop product we sell.

We show here the advice given to tyre fitters, produced by Motor Wheel Service. How To Balance Centre Lock Wire Wheels.

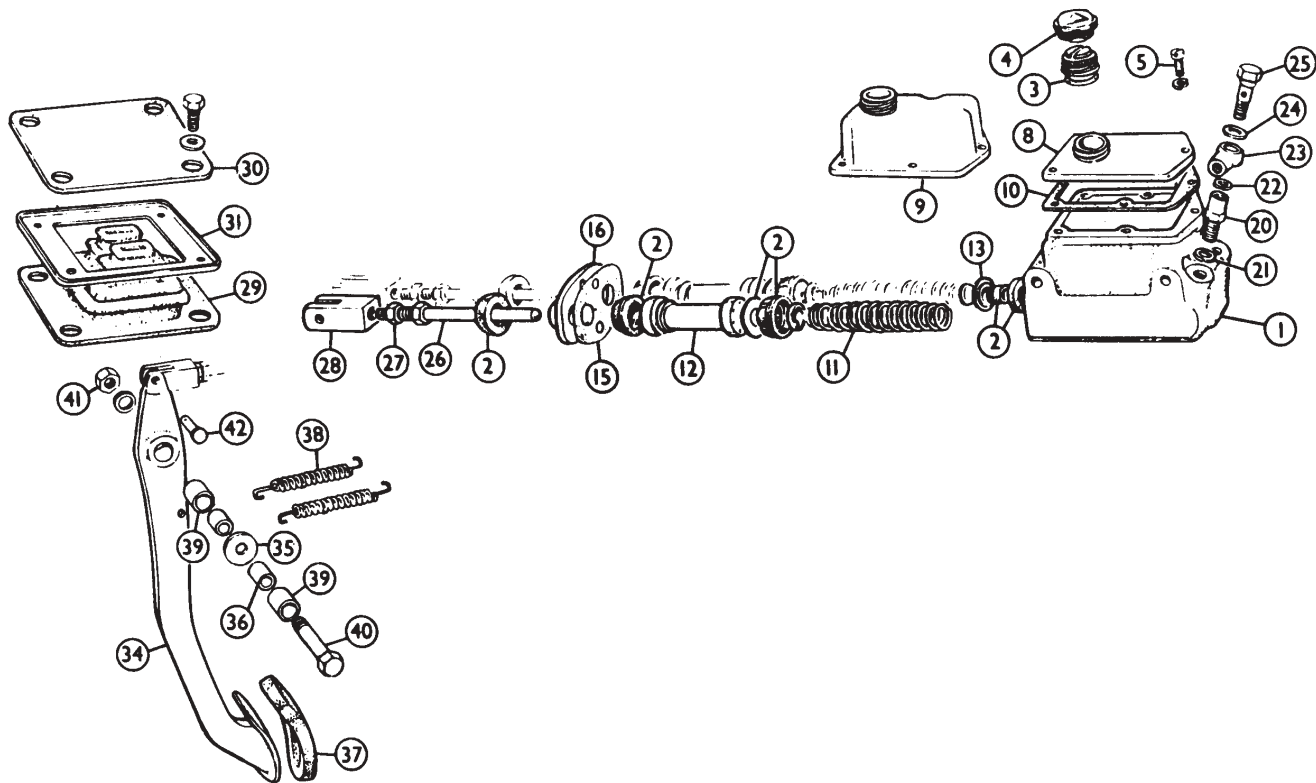
These notes are intended as a guide in helping to solve problems that are commonly encountered when balancing centre lock wire wheels on a electronic balancer. The diagrams show the centre spline of a wire wheel attached to a balancer.

Diagram A (Above) Is the correct method of locating the wheel.

Diagram B (Above) Shows the wrong method and one which gives false readings, giving the appearance of untrue or wheels that require large amounts of weights to balance the wheel.

Points To Check

- The original high degree of balance may be affected by wheel damage as well as by factors related to the tyres uneven tread wear, cover or tube repairs.
- If roughness or high speed steering troubles develop, and this cause is not disclosed by mechanical investigation, then the complete tyre & wheel assembly should be checked for balance.
- It is IMPERATIVE that the hubs are located in the balancing machine in exactly the same manner as located on the car, and the factory truing jigs. Alternatively, balance on the vehicle, this operation can only be done on the front wheels.



Brakes & Clutch

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT 3 fluid ought to be completely discarded, DOT 4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT 5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT 5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.

Brake/Clutch Fluid (DOT 4 Specification)

ill	Part Number	Description	Req.	Details
NI	GBF4102	BRAKE/CLUTCH FLUID, dot 4	a/r	500ml
NI	GBF4103	BRAKE/CLUTCH FLUID, dot 4	a/r	1 litre
NI	GBF4104	BRAKE/CLUTCH FLUID, dot 4	a/r	5 litre

Silicone Brake/Clutch Fluid (DOT 5 Specification)

NI	ABF3	BRAKE/CLUTCH FLUID, dot 5	a/r	silicone, 500ml
NI	ABF4	BRAKE/CLUTCH FLUID, dot 5	a/r	silicone, 1 litre

Racing Brake/Clutch Fluid (DOT 5.1 Specification)

NI	GBF5102	BRAKE/CLUTCH FLUID, dot 5.1	a/r	racing, 500ml
NI	GBF5103	BRAKE/CLUTCH FLUID, dot 5.1	a/r	racing, 1 litre

Brake & Clutch Master Cylinder

1	GMC109	MASTER CYLINDER	1	1500cc, 1600cc, MkII
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Master cylinder, GMC109, includes the correct 1500cc cover. Because of Lockheed production changes, the 1600cc master cylinder no longer includes the cover, but does come with cover

screws & gasket allowing you to reuse your own cover.

The master cylinder has a non-return valve in the brake side only. Make sure when rebuilding your cylinder that you double check the placement of this valve. It is common to get the large rubber washer in the clutch side of the cylinder or overlook it completely when disassembling the unit. Avoid this problem by reminding yourself that the clutch is on the left when the cylinder is mounted on the bulkhead and on the right when looking at the front of the cylinder. Any pitting or scoring in the barrel of the cylinder or pistons will indicate that a replacement is needed.

2	8G8224	REPAIR KIT	1	
3	17H4708	WASHER, for original filler cap	1	
4	513123A	FILLER CAP, plastic replacement	1	
5	AAA4758	SCREW	7	
8	AJH5085	COVER	1	1500cc
9	17H7702	COVER	1	1600cc & MkII
10	37H2496	GASKET	1	
11	AJH5083	SPRING	2	
12	7H7925	PISTON	2	
13	7H6834	VALVE, non-return	1	brake side only
15	AAA4757	GASKET	1	
16	AAA4756	PLATE	1	
20	21K8564	ADAPTOR, slave cylinder pipe	1	
21	233220A	WASHER, copper	1	
22	3H550	WASHER, copper, small	1	for clutch pipe
23	3H544	BANJO	1	
24	7H7456	WASHER, copper, large	1	
25	11K8276	BANJO BOLT	1	
26	BCA4046	PUSH ROD, does not include fork	2	
27	51K1178	NUT	4	
28	2A5576	FORK, push rod to pedal	2	
29	AHH5101*	EXCLUDER, fume & dust	1	
30	AHH5103*	RUBBER BLANKING PLATE	1	passenger side
31	AHH5102	RETAINING PLATE	2	
34	AHH5946	BRAKE PEDAL	1	From (c)58713
35	AAA4133	DISTANCE WASHER	1	
36	AHH7201	SPACER	2	
37	AHH5100*	PEDAL PAD, brake & clutch	2	
38	AAA1628	SPRING, pedal return	2	
39	AAA4129	BUSH, pedal	2	
40	BH606221	BOLT	1	
41	GHF202	NUT	1	
42	CLZ512	CLEVIS PIN	2	

*Note: For 'Front Body Fittings' see pages 46 to 47 and for 'Rear Body Fittings' see page 48.

Brakes

Front Brakes

ill	Part Number	Description	Req.	Details
80	ATB7075	BRAKE DRUM	2	1500cc steel wheels
81	ACH5703	PLUG, 3/4"	a/r	steel wheels
	ACH5704	PLUG, 1/2"	a/r	
82	CMZ407	SCREW, front, 1/2"	4	1500cc steel wheels
84	18G8526K	SHOE SET, new	1	
	18G8526E	SHOE SET, reconditioned/exchange	1	
85	7H7936	RETURN SPRING	4	
86	ATC4067	BOLT, plate to steering knuckle	8	
87	GHF202	NUT	8/16	1500cc
88	ATB4190	BRAKE PLATE, RH, front	1	
	ATB4191	BRAKE PLATE, LH, front	1	
89	ATB7209	TAB WASHER	4	1500cc steel wheels
90	ATB4165	BRAKE DRUM, front	2	1500cc wire wheels
91	NT606041	NUT	12	(1500cc steel wheel models
92	ATB4125	TAB WASHER	6	uses item 80)
93	AHH5514	PLUG, 1/2"	a/r	wire wheels
	ACH9373	PLUG, 3/4"	a/r	
100	GWC110	WHEEL CYLINDER, RH, front	2	
	GWC111	WHEEL CYLINDER, LH, front	2	
102	7H7939	SPRING	4	
103	7H7938	EXPANDER	4	
104	8G8245	REPAIR KIT	4	1500cc
105	7H7930	MASK, (front drum brakes)	4	
106	7H7931	ADJUSTER	4	
108	GHF120	BOLT, large	4	
109	7H7520	BOLT, small	4	
110	27H7166	BLEED SCREW	4	1500cc To (c)27989 s/wheel
				(c)28540 wire wheel
	3H2428	BLEED SCREW	4	1500cc From (c)27990,
				s/wheel, (c)28541 w/wheel
128	BTB108	BRAKE DISC	2	
130	17H7734E	CALIPER, RH, exchange	1	
	17H7735E	CALIPER, LH, exchange	1	
131	17H7730	PISTON	4	
	17H7730SS	PISTON, stainless steel	4	
132	GRK5007*	REBUILD KIT, (*see notes on 'seals')	2	
133	8G8379AF	PAD SET, standard	1	1600cc, front disc brakes
	8G8379COMP	PAD SET, uprated, (M1144)	1	
134	17H7733	RETAINER	2	
135	17H7732	PIN	2	
136	17H7679	O' RING, fluid channel	2	
137	GHF201	NUT	4	
138	BTB126	LOCK PLATE, RH	1	
	BTB127	LOCK PLATE, LH	1	
139	BTA128	BOLT, caliper mounting	2	

1500cc Front Brakes

1600cc & MkII Front Brakes

Front Brake Adaptor Plate Conversion

(Allows fitment of MGB Calipers)

NI	TMG30770	ADAPTOR PLATES, caliper (Only supplied in pairs).	1pr	for MGB calipers only
NI	27H4650E	CALIPER, RH, exchange	1	MGB calipers, use only with adaptor plates TMG30770
NI	27H4651E	CALIPER, LH, exchange	1	
NI	GBP202	BRAKE PADS†, (standard)	1	for MGB calipers
NI	PS610241	PIN, (pad retaining)	4	
NI	17H7990	CLIP, (pad retaining)	4	

(†See accessories catalogue for uprated brakes).

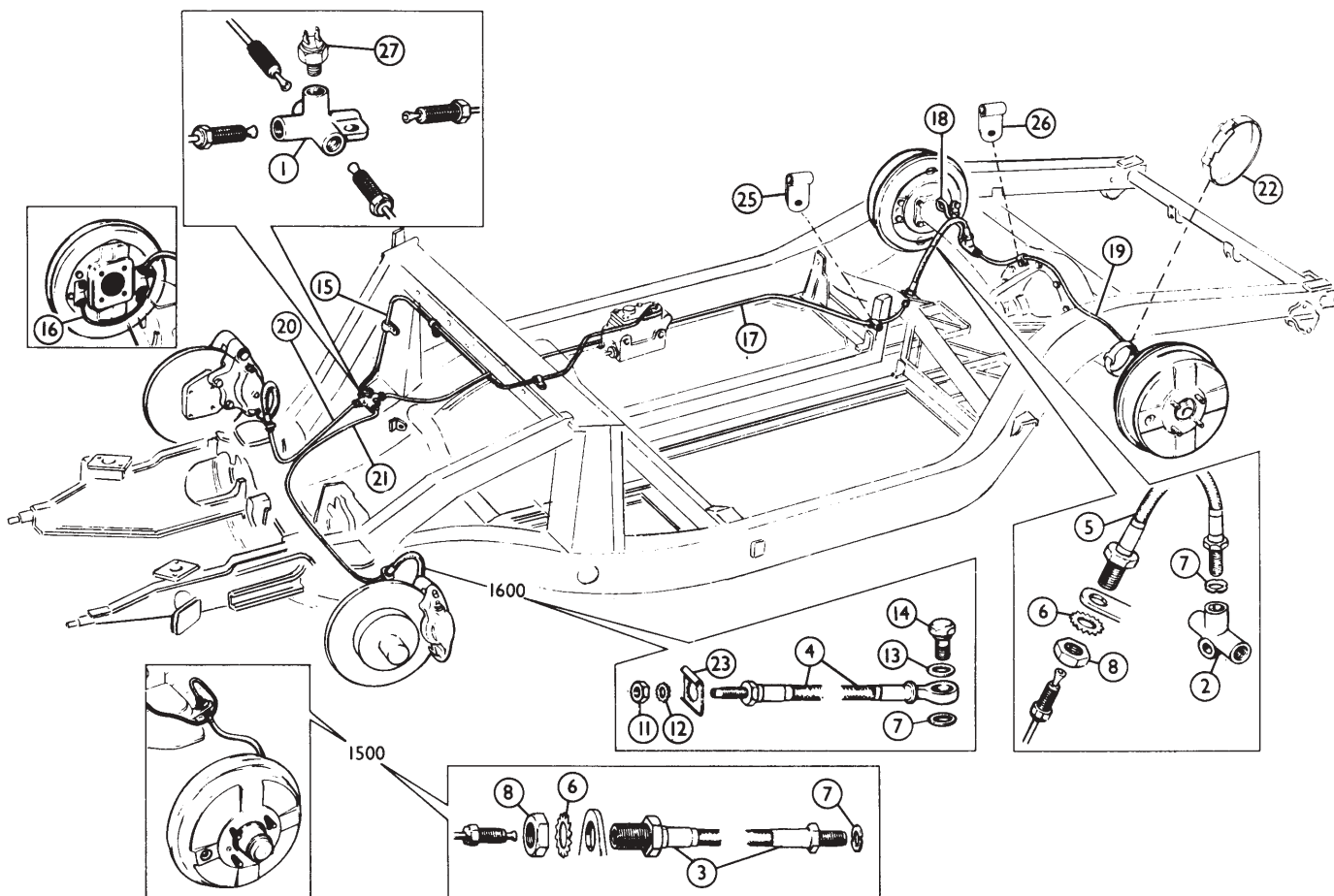
*Notes on Seals: Do not confuse the dust seals with the fluid seals in the GRK5007 caliper rebuild kit. The larger ring with the 'V' groove is the dust seal. It is virtually impossible to install the piston in the caliper with the seals in the wrong grooves.



The metal retainer is easily damaged. Make sure that it is pressed into place using equal pressure at opposite sides, and that the lip is not caught on the edge of the piston bore. It is most easily installed if the piston is started into the bore first. The piston then acts as a guide for the retainer.

Rear Brakes

80	ATB7075	BRAKE DRUM	2	
81	ACH5703	PLUG, 3/4"	a/r	
	ACH5704	PLUG, 1/2"	a/r	steel wheels
82	SF604051	SCREW, rear, 5/8"	4	s/wheels 1500cc & 1600cc
83	FNZ507	NUT, rear	8	w/wheels 1500cc & 1600cc
84	18G8526K	SHOE SET, new	1	
	18G8526E	SHOE SET, recon/exchange	1	
89	ATB7209	TAB WASHER	4/8	
94	17H7499	RETURN SPRING, thin	2	
95	7H7936	RETURN SPRING, thick	2	
96	AAA4714	SPRING, anti-rattle	4	
97	51K1380	BOLT	8	
98	ATB7078	BRAKE PLATE, RH, rear	1	
	ATB7079	BRAKE PLATE, LH, rear	1	
105	7H7930	MASK	2	
106	7H7931	ADJUSTER	2	
110	27H7166	BLEED SCREW	4	
	3H2428	BLEED SCREW	4/6	1500cc To (c)27989 s/wheel
				To (c)28540 wire wheel
				1500cc From (c)27990 s/wheel,
				From (c)28541 wire wheel
				less boot
115	GWC1111	WHEEL CYLINDER, rear	2	
116	8G8243	REPAIR KIT, single	2	
117	7H7943	BOOT, boot	2	not included with cylinder
118	7H7939	SPRING	2	
119	7H7940	EXPANDER	2	
120	27H7395	LEVER	2	
121	17H7203	PIN	2	
122	7H7932	ABUTMENT	2	
123	AJD8105Z	NUT, securing abutment	4	
124	7H7847	BANJO BOLT	2	
125	3H550	WASHER, large copper	2	
126	27H7164	BANJO	2	1500cc To (c)27989 s/wheel
				To (c)28540 wire wheel
	AHH5634X	BANJO	2	From (c)27990 steel wheel
				(c)28541 wire wheel



Brake Pipes, Hoses & Fittings

ill	Part Number	Description	Req.	Details
1	17H7108	FITTING, 4-way	1	1500cc To (c)27988 swheel & To (c)28539 wire wheel 1500cc From (c)27989 steel wheel & From (c)28540 wire wheel
2	AJA5028	FITTING, 3-way	1	
	3H2424	FITTING, 3-way	1	
			1	
3	GBH104	HOSE, front brake	2	1500cc
4	BHA4139	HOSE, front brake	2	1600cc & MkII
5	GBH104	HOSE, rear brake	1	all
6	WE600101	WASHER	1/3	
7	233220A	WASHER, copper	3	
8	2K8686	NUT	1/3	1500cc uses 3
11	NT606041	NUT	2	
12	GHF323	WASHER, locking	2	1600cc & MkII
13	3H550	WASHER, copper	2	
14	C5192A	BANJO BOLT	2	

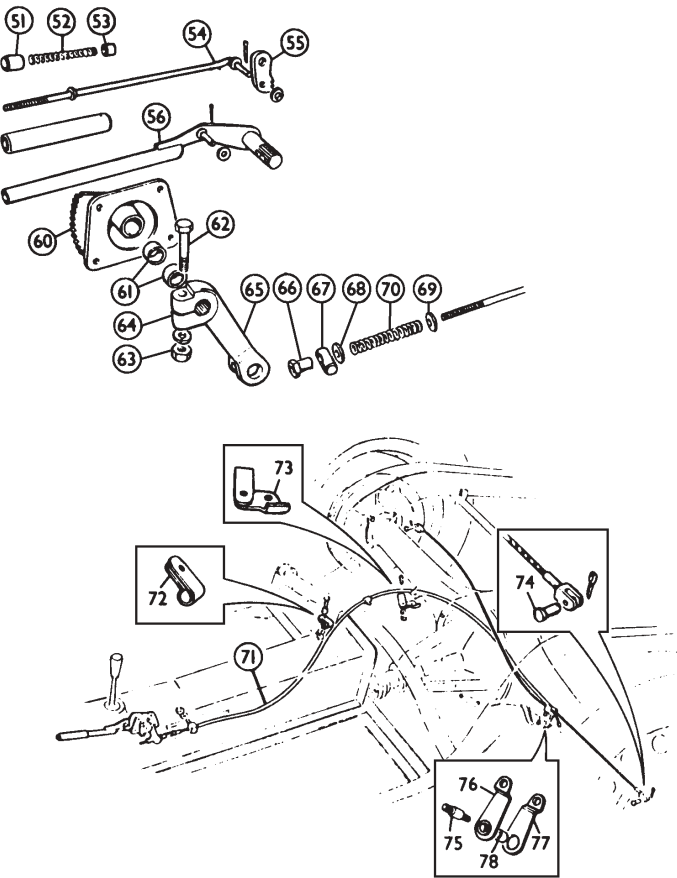
Steel Brake Pipes

15	21A62	PIPE, master cylinder to 4-way	1	RHD only
	AHH5282	PIPE, master cylinder to 4-way	1	LHD only
16	ACH5305	PIPE, between front wheel cylinder	2	1500cc
17	ACB8701	PIPE, 4-way to rear hose	1	
18	AJD30	PIPE, 3-way to right rear cylinder	1	1500cc To (c)27988 steel wheel (c)28539 wire
	GPP18AA	PIPE, 3-way to right rear cylinder	1	1500cc From (c)27989 steel wheel (c)28540 wire
19	AJD82	PIPE, 3-way to left rear cylinder, S/W	1	1500cc To (c)27988
	AHH5631	PIPE, 3-way to left rear cylinder, S/W	1	1500cc From (c)27989

	AJD78	PIPE, 3-way to left rear cylinder, W/W	1	1500cc To (c)28539
	AHH5633	PIPE, 3-way to left rear cylinder, W/W	1	1500cc From (c)28540
20	AHH5279	PIPE, 4-way to right front hose	1	1500cc
	ACA9878	PIPE, 4-way to right front hose	1	1600cc & Mkl
21	AHH5280	PIPE, 4-way to left front hose	1	1500cc
	AHH5958	PIPE, 4-way to left front hose	1	1600cc & Mkl
22	ACH8650	STRAP, pipe to axle	1	
23	1G9198	LOCKING PLATE	2	1600cc & Mkl
25	CP105051	CLIP, pipe to chassis	4	
26	PCR311	CLIP, pipe to differential case	1	
27	13H2303	SWITCH, Brake Light, (O.E. type screw)	1	
	C16062A	SWITCH, Brake Light, (alternative Lucar)	1	

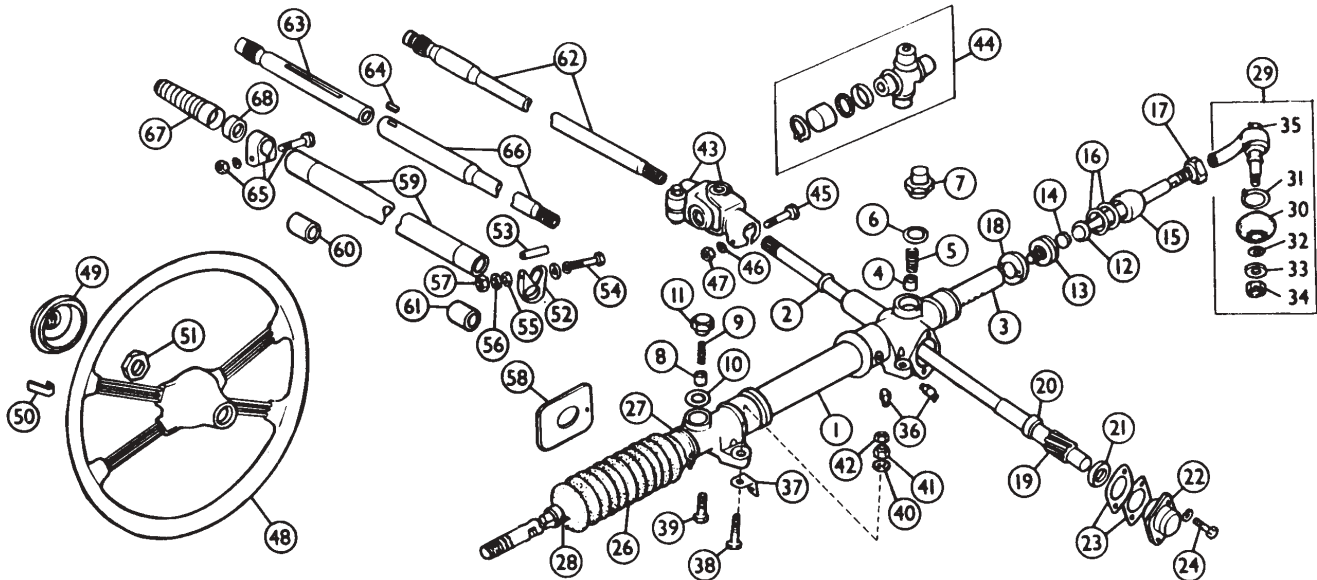
Copper Brake Pipe Sets

GAC5024XL	BRAKE PIPE SET, LHD	1	1500cc steel wheel cars
GAC5024X	BRAKE PIPE SET, RHD	1	To (c)27988
GAC5024XLW	BRAKE PIPE SET, LHD	1	1500cc wire wheel cars
GAC5024XW	BRAKE PIPE SET, RHD	1	To (c)28539
GAC5024L	BRAKE PIPE SET, LHD	1	1500cc steel wheel cars
GAC5024	BRAKE PIPE SET, RHD	1	From (c)27989
GAC5024LW	BRAKE PIPE SET, LHD	1	1500cc wire wheel cars
GAC5024W	BRAKE PIPE SET, RHD	1	From (c)28540
GAC5025L	BRAKE PIPE SET, LHD	1	1600cc & MkII
GAC5025	BRAKE PIPE SET, RHD	1	steel wheel cars
GAC5025LW	BRAKE PIPE SET, LHD	1	1600cc & MkII
GAC5025W	BRAKE PIPE SET, RHD	1	wire wheel cars



Handbrake & Fittings

ill	Part Number	Description	Req.	Details
51	ACC8956	KNOB	1	
52	ACH8508	SPRING	1	
53	AAA563	BUSH	1	
54	AHH5233	ROD ASSEMBLY	1	
55	AHH5238	PAWL	1	
56	AHH5229	HANDLE & SHAFT	1	
60	AHH5232	RATCHET	1	
61	AHH5242	BUSH	2	
62	BH605101	BOLT	1	
63	GHF201	NUT	1	
64	GHF332	WASHER, locking	1	
65	AHH5244	LEVER	1	
66	ACH5104	NUT	1	
67	AHH5322	TRUNNION	1	
68	PWZ204	WASHER	1	
69	GHF300	WASHER	1	
70	ACH8508	SPRING	1	
71	AHH5227	HANDBRAKE CABLE	1	steel wheels
	AHH5228	HANDBRAKE CABLE	1	wire wheels
72	CP105081	CLIP, cable to battery carrier	1	
73	AHH5295	CLIP, cable to axle bracket	1	
74	ACB8715	CLEVIS PIN	2	
75	AHH5025	FULCRUM	1	
76	AHH5203	LEVER, cable equalising	1	
77	ACH5101	LEVER, cable equalising	1	
78	AHH5225	BUSH	1	



Steering Rack & Column

ill	Part Number	Description	Req.	Details
	AHH6001E	STEERING RACK	1	RHD, original
	AHH6001CE	STEERING RACK	1	RHD converted from LHD
	AHH6002E	STEERING RACK	1	LHD, original
(All steering rack assemblies are sold on a reconditioned exchange basis).				
1	AHH6013	RACK HOUSING	1	RHD
	AHH6016	RACK HOUSING	1	LHD
2	AAA1335	SEAL, pinion shaft	1	
3	AHH6020	RACK	1	
4	ACA5244	PAD, rack damper	1	
5	ACA5248	SPRING, rack damper	1	
6	ACA5249	SHIM, 0.003"	a/r	
7	ACA5245	CAP, rack damper	1	
8	ACA5284	PAD	1	
9	ACA5286	SPRING	1	secondary rack damper
10	ACA5283	WASHER	1	
11	ACA5285	CAP	1	
12	AHH6019	TIE ROD	2	
13	ACA6031	BALL HOUSING, male	2	
14	ACA5246	BALL SEAT	2	
15	ACA5304	BALL HOUSING, female	2	
16	ACA5301	SHIM, 0.003"	a/r	
	ACA5302	SHIM, 0.005"	a/r	
	ACA5303	SHIM, 0.010"	a/r	
17	NT610041	LOCK NUT, tie rod	2	
18	ACA5247	WASHER, locking	2	
19	AHH6021	PINION	1	RHD
	AHH6022	PINION	1	LHD
20	AAA1679	THRUST WASHER, upper	1	
21	AAA1336	THRUST WASHER, lower	1	
22	AHH6023	PINION BEARING CAP	1	
23	AAA1333	SHIM, 0.005"	a/r	
	AAA1334	SHIM, 0.007"	a/r	
24	GHF120	BOLT	2	
26	AAA1682	RACK SEAL	2	
27	BMK924A	CLAMP, large	2	
28	3H2963	CLAMP, small	2	
29	GSJ169	TIE ROD END	2	
30	7H3762	BOOT	2	
31	7H3565	CLIP	2	
32	7H3763	RING	2	
33	GHF303	WASHER	2	
34	NL607041	NUT, castle	2	
35	UHN405	GREASE NIPPLE	2	
36	UHN205	GREASE NIPPLE, rack tube	2	
37	AHH6007	SHIM	a/r	rack to mounting brackets
38	GHF103	SCREW	2	
39	SH605091	SCREW	2	
40	GHF332	WASHER	4	

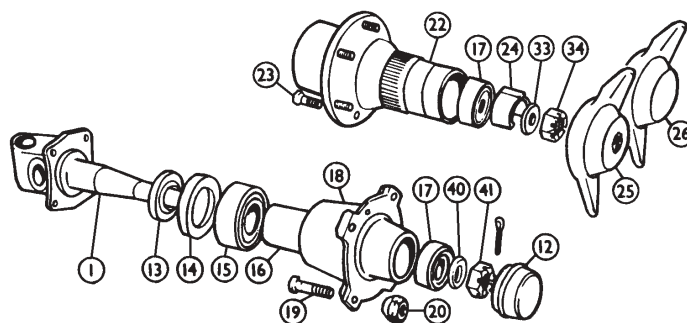
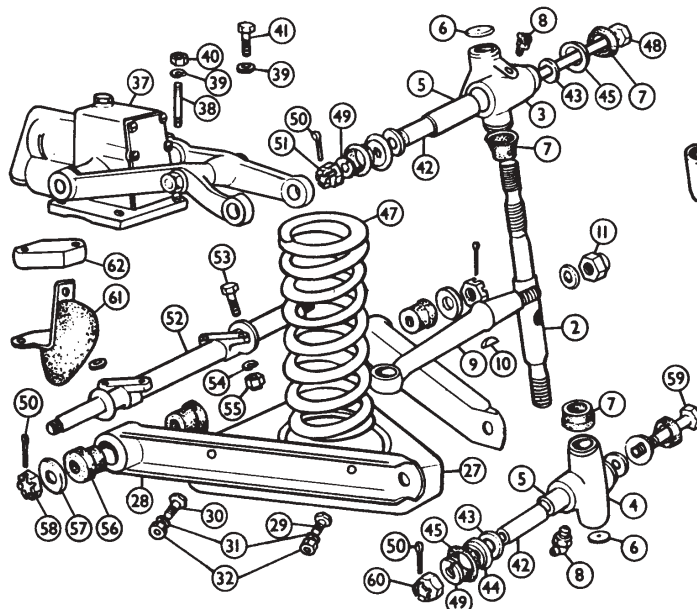
41	GHF201	NUT	2	
42	LNZ105	LOCK NUT	2	
43	AHH6000	COUPLING JOINT	1	new
	AHH6000E	COUPLING JOINT, exchange	1	reconditioned
44	GUJ200	UNIVERSAL JOINT KIT	1	
45	17H3839	BOLT	2	
46	GHF332	WASHER	2	
47	GHF201	NUT	2	
48	AHH6003	STEERING WHEEL, original type	1	
(See accessories catalogue for full range of sports steering wheels).				
49	AHH6004	CENTRE PIECE, as original	1	
50	AHH6035	CLIP	4	
51	ACH6001	NUT, wheel to shaft	1	
52	AHH6005	CLAMP	2	
53	AHH6006	DISTANCE PIECE	2	
54	BH605181	BOLT	2	
55	PWZ205	WASHER, plain	4	
56	GHF332	WASHER	4	
57	GHF201	NUT	2	
58	AHH6009	SEAL, column & blanking plate	2	
59	AHH6031	OUTER TUBE	1	adjustable column
60	AHH6032	FELT BUSH, upper	1	
	7H6255	FELT BUSH, upper	1	non-adjustable column
61	AHH6027	FELT BUSH, lower	1	all
62	AHH6028	SHAFT	1	non-adjustable column
63	ACC6042	SHAFT	1	
64	AAA193	KEY	1	
65	AAA192	CLAMP, chrome, (includes hardware)	1	adjustable column
66	AHH6033	INNER TUBE	1	
67	AAA1651	SPRING COVER, chrome	1	
68	AAA1650	CAP, for cover	1	

Front Suspension Rebuild

The four trunnion bushes (BTB768) must be pressed into the trunnions & reamed to size. If you are not equipped with a press and reamer, it is advisable to leave this job to a reliable machinist. Hammering the new bush into the trunnion will distort it and, the trunnion itself may crack. Never attempt to remove or replace the trunnions with the tubes (BHH1773) in place, this will damage the swivel pin threads if you do. The lower link bolt holes in the wishbone arms (AAA1326) must not be worn oval. Extra play introduced by this condition causes premature tyre wear and makes it impossible to align the front end. Left long enough, this can be dangerous, as the link bolts will have a groove worn in them. The MGA steering rack should be lubricated with EP90 oil, not front grease. The small pom-pom gun that is in so much demand by the tool collectors is actually a grease gun which is used to fill the rack. (See accessories for replacement grease gun). Front end clunks are caused by loose parts such as 'A' arm pivots, lower trunnion bolts or shock mounting bolts. A sharp cracking noise is sometimes caused by a stone caught under the coil spring in the spring pan.

Front Suspension & Front Hub

1	ATB4206	STEERING KNUCKLE, RH	1	1500cc To (c)54246
	ATB4207	STEERING KNUCKLE, LH	1	
	ATB4268	STEERING KNUCKLE, RH	1	From (c)54247
	ATB4269	STEERING KNUCKLE, LH	1	



NI	ATB4208SET	KING PIN SET, RH	1	} includes items 2, 3, 4, 5 & 6
NI	ATB4209SET	KING PIN SET, LH	1	
2	ATB4218	KING PIN, RH	1	
	ATB4219	KING PIN, LH	1	
3	ATB4208	LINK, top, RH	1	
	ATB4209	LINK, top, LH	1	
4	ATB4212	LINK, bottom, RH	1	
	ATB4213	LINK, bottom, LH	1	
5	BTB768*	BUSH	4	
6	ACA4010	PLUG	4	
7	ACG4030†	SEAL, swivel pin to link	4	
	ACG4030K	SEAL KIT	1	
	(Contains 4 swivel pin to link seals and 8 link seals).			
8	UHN405	GREASE NIPPLE	4	
9	ATB4187	LEVER, LH	1	1500cc To (c)54246
	ATB4261	LEVER, LH	1	1500cc From (c)54247
	BTB103	LEVER, LH	1	1600cc & 1600cc MkII
	ATB4186	LEVER, RH	1	1500cc To (c)54246
	ATB4260	LEVER, RH	1	1500cc From (c)54247
	BTB102	LEVER, RH	1	1600cc & 1600cc MkII
10	WKN506	KEY	2	
11	ND608041	NUT, slotted	2	1500cc To (c)54246
	GHF226	NUT, nyloc	2	From (c)54247
12	ATB4098	CAP	2	disc wheel
13	ACF4001	SPACER	2	} all except twin cam and MkII De-Luxe
14	ACF4004*	OIL SEAL	2	
15	GHF177	BEARING, inner	2	
16	ACF4003	SPACER	2	
17	GHF176	BEARING, outer	2	
18	ATB4067	HUB, disc wheel	2	1500cc
	BTB106	HUB, disc wheel	2	1600cc To (c)69504
	BTB149	HUB, disc wheel	2	1600cc From (c)69505 & MkII
19	1G4359	STUD	8	all steel wheels
20	88G276	NUT	8	
22	ATB4180	HUB, splined, wire wheel, RH	1	} 1500cc
	ATB4181	HUB, splined, wire wheel, LH	1	
	BTB142	HUB, splined, wire wheel, RH	1	} 1600cc & MkII
	BTB143	HUB, splined, wire wheel, LH	1	
23	ATB4124	STUD	12	1500cc
	BTB145	BOLT, hub to disc	8	1600cc & MkII
24	ATB4131	RETAINER, grease	2	
25	AHH7317A*	KNOCK OFF, two eared, RH	2	} with MG logo for BTB142/143 hubs
	AHH7318A*	KNOCK OFF, two eared, LH	2	

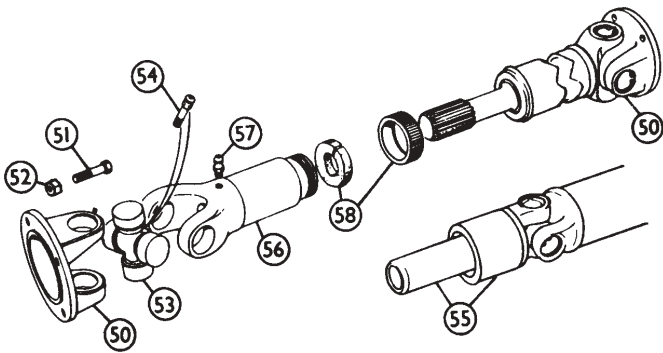
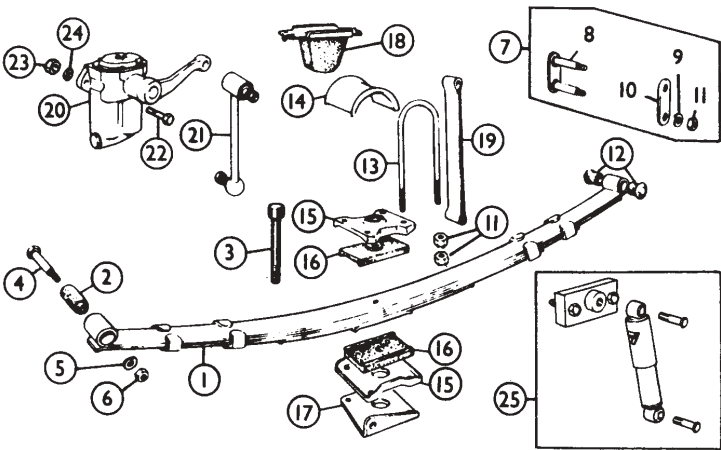
*Note: 1500cc through MkII. For Twin Cam & De Luxe, see page 51.

	AHH7374A	KNOCK OFF, two eared, RH	2	} with MG logo for 217602/3 hubs
	AHH7373A	KNOCK OFF, two eared, LH	2	
26	AHH7317*	KNOCK OFF, two eared, RH	2	plain (no logo)
	AHH7318*	KNOCK OFF, two eared, LH	2	for BTB142/143 hubs

*Note: 1500cc through MkII. For Twin Cam & De Luxe, see page 51.

	AHH7317	KNOCK OFF, two eared, RH	2	plain, (no logo)
	AHH7318	KNOCK OFF, two eared, LH	2	for 217602/3 hubs

27	AHH5925	SPRING PAN	2	
	AHH5925BK	BOLT KIT	2	
28	AAA1326	WISHBONE ARM, lower	4	
29	SH605071	SCREW	4	
30	GHF103	SCREW	4	
31	GHF332	WASHER	8	
32	GHF201	NUT	8	
33	ATB4069	WASHER	2	
34	NL612041	NUT, RH, (righthand thread)	1	
	FNN2412	NUT, LH, (lefthand thread)	1	
37	AHH4004B	SHOCK ABSORBER, front	2	new replacement
	AHH4004E	SHOCK ABSORBER, rebuilt	2	exchange original
	(When fitting the new replacement shock absorbers (AHH4004B) the existing stud & nut must be replaced by screw (item 41).			
38	AHH5070	STUD	8	
39	GHF333	WASHER, locking	8	
40	GHF202	NUT	8	
41	GHF165	SCREW	8	
	(For fitting AHH4004B & alternative for original stud & nut).			
42	BHH1773*	STEEL TUBE	4	
43	AAA1390*	THRUST WASHER	8	
44	AAA1324*	SEAL SUPPORT	8	
45	AAA1323*	SEAL, link	8	
47	MM264-330	COIL SPRING	2	1500cc To (c)15151
	AHH6451	COIL SPRING	2	} 1500cc From (c)5152, 1600cc & 1600cc MkII
	AHH5789	COIL SPRING	2	
	AHH5789	COIL SPRING	2	Twin Cam & MkII De Luxe
48	AHH4002	BOLT	2	
49	GHF335	WASHER, locking	4	
50	GHF504	SPLIT PIN	8	
	(For top link bolt and wishbone pivots).			
51	ND608041	NUT, castle head	2	
52	AHH4003	PIVOT	2	
53	ACB5255	BOLT	8	
54	GHF333	WASHER, locking	8	
55	GHF223	NUT	8	
56	AHH7933*†	BUSH, rubber, wishbone to pivot	8	as original
	BHH1123	BUSH, heavy duty rubber/steel	4	(MGB V8 lower bushes)
57	AAA1330	WASHER	4	
58	ND608041	NUT	4	
59	AHH4001	BOLT	2	
60	ND608041	NUT, castle head	2	
61	AAA5023	REBOUND BUFFER	2	
62	AAA5024	SPACER, rebound buffer	2	
	GAC2001X	MAJOR SUSPENSION KIT	1	standard lower bushes
	(Includes all items marked*).			
	GAC2002X	MAJOR SUSPENSION KIT	1	uprated lower bushes
	(Includes all items marked* but with heavy duty MGB-V8 lower bushes, in place of standard bushes).			
	GAC2003X	SUSPENSION RUBBER KIT	1	
	(Includes all items marked† on this page and on page 28 (Rear Suspension).			



Rear Suspension (Standard)

ill	Part Number	Description	Req.	Details
1	AHH5461	LEAF SPRING	2	
2	AHH5015	'SILENTBLOC' BUSH	2	
3	AHH5042	BOLT, spring centre	2	
4	BH607241	BOLT	2	
5	GHF334	WASHER, locking	2	
6	GHF203	NUT	2	
7	AHH5018K	SHACKLE PINS & PLATE KIT	2	inc. items 8x1, 9x2, 10x1, 11x4
8	AHH5018	SHACKLE PINS & PLATE	2	
9	GHF333	WASHER, locking	4	
10	AHH5019	SHACKLE PLATE	2	
11	GHF202	NUT, shackle & 'U' bolt	20	
12	2A5176†	BUSH, shackle pins, standard	8	polyurethane
	2A5176P	BUSH, shackle pins, uprated	8	
13	AAA3838	'U' BOLT	4	
14	AHH5082	BUFFER PLATE, 'U' bolt	2	
15	ACG5001	PLATE	4	
16	ACG5002†	PAD, rubber, (standard)	4	polyurethane
	ACG5002P	PAD, (uprated)	4	
17	AHH5067	BRACKET, RH	1	
	AHH5068	BRACKET, LH	1	
18	AHH5106	BUMP RUBBER	2	
19	AHH5081	CHECK STRAP	2	
20	AHH5029	SHOCK ABSORBER, new, RH	1	
	AHH5030	SHOCK ABSORBER, new, LH	1	
	37H4127E	SHOCK ABSORBER, rebuilt, RH	1	rebuilt/exchange
	37H4128E	SHOCK ABSORBER, rebuilt, LH	1	
21	97H2031A	LINK, shock absorber	2	
22	BH607281	BOLT, original shock mounting	4	
23	GHF203	NUT	4	
24	GHF334	WASHER, locking	4	
	GAC2003X	SUSPENSION RUBBER KIT	1	

(Includes all items marked † on this page and on page 27 (Front Suspension).

Rear Telescopic Shock Absorber Conversion Kit

Converting to telescopic units will improve the ride & handling, making your car more stable and predictable. Kits are supplied complete with brackets, dampers and full instructions.

25	TMG30715	TELESCOPIC CONVERSION KIT	1	with Spax units
	TMK30717	TELESCOPIC CONVERSION KIT	1	with Koni units

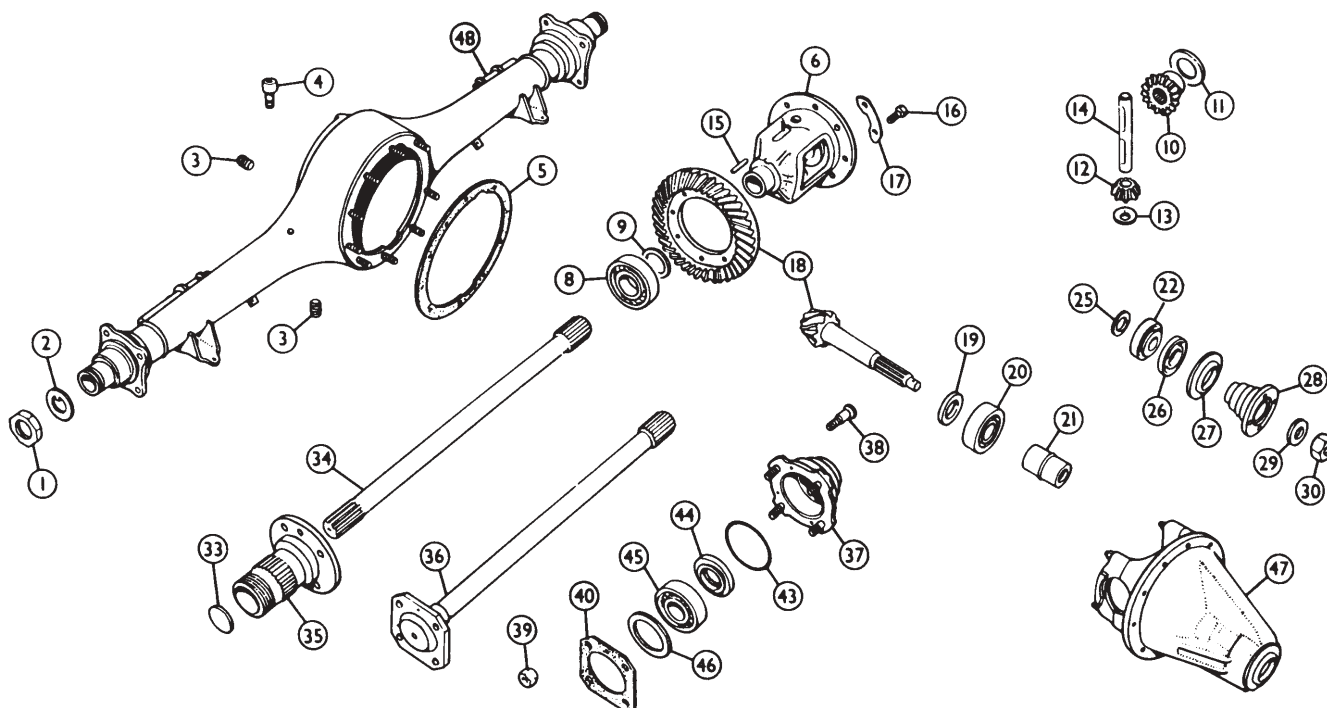
Replacement Shock Absorbers for Telescopic Conversion Kits.
Units can only be used when Lever Arm dampers have been replaced with a Telescopic Conversion.

NI	TT30711	SHOCK ABSORBER, Spax	2	When renewing damper units we strongly recommend they are replaced in pairs.
NI	TMG30712	SHOCK ABSORBER, Koni	2	
NI	TMG30713	SHOCK ABSORBER, Gaz	2	

Propshaft

NI	AHH5069	PROPSHAFT, new	1	early 1500cc
NI	AHH5730	PROPSHAFT, new	1	1500cc, 1600cc, Mkl
50	7H3863	FLANGE	1/2	1600cc uses 2
51	AAA4039	BOLT, propshaft flange	4/8	
52	LNZ105	NUT	4/8	
53	GUJ115	'U' JOINT, with grease nipple	2	
	GUJ101	'U' JOINT, sealed	2	
54	7H3858	GREASE NIPPLE, 'U' joint	2	
55	17H3868	YOKE, front	1	1500cc
56	7H3865	YOKE, front	1	1600cc and Mkl
57	549229A	GREASE NIPPLE, yoke	1	
58	7H3880X	SEAL & CAP, improved	1	

Note: Some cars between (c)61037 and (c)61503 had later type yoke & propshaft.



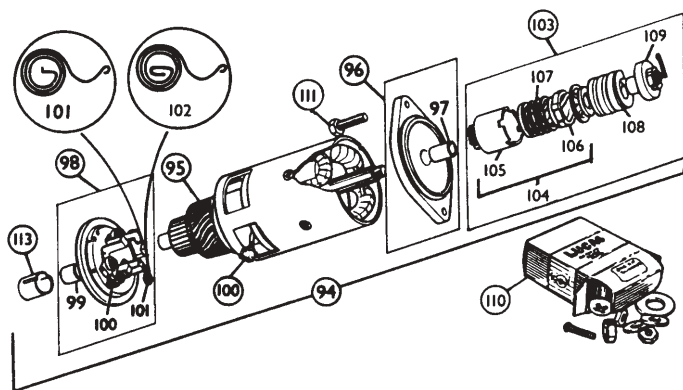
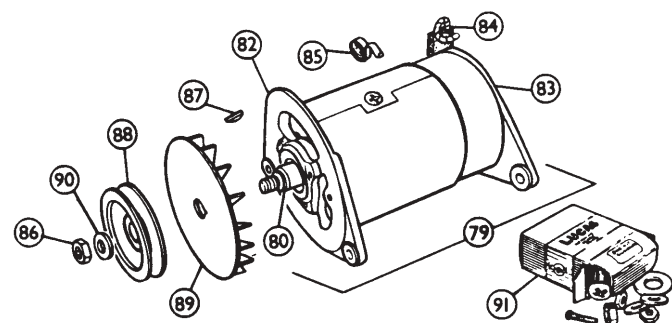
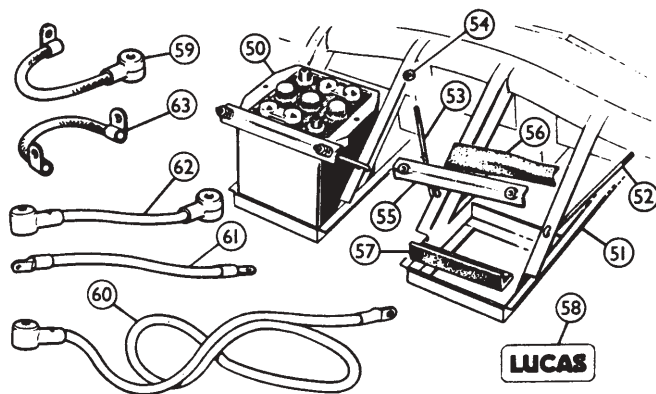
Rear Axle

ill	Part Number	Description	Req.	Details
1	1G7582*	NUT, LH, (lefthand thread)	1	} Important, please see notes
	1G7448*	NUT, RH, (righthand thread)	1/2	
*Important note: 1500cc to (c)11540 used 1G7448 (RH thread) on both sides. All later cars used one 1G7448 on the right side, and one 1G7582 on the left side.				
2	1G7584	TAB WASHER	2	
3	6K499	PLUG, oil drain & filler	2	
4	21H6060	BREATHER	1	
(Remember to clean the breather on top of your rear axle housing every so often. (It unscrews from the axle housing). If it gets clogged, pressure builds up inside the housing, forcing oil past the pinion and hub seals).				
5	1G7465	GASKET	1	
6	BTB328	DIFFERENTIAL CARRIER	1	
8	CHM163	BEARING, carrier	2	
9	2K7993	SHIM, bearing packing, 0.002"	a/r	
	ATB7239	SHIM, bearing packing, 0.003"	a/r	
	2K7435	SHIM, bearing packing, 0.004"	a/r	
	6K503	SHIM, bearing packing, 0.006"	a/r	
10	ATB7122	DIFFERENTIAL GEAR	2	1500cc
	ATB7282	DIFFERENTIAL GEAR	2	} 1600cc To (c)82892 s/wheel To (c)82748 wire wheel
	BTB150	DIFFERENTIAL GEAR	2		} 1600cc From (c)82893 s/wheel From (c)82749 wire wheel
11	ATB7072	THRUST WASHER, differential gear	2	
12	ATB7123	PINION, differential	2	
13	1G7445	THRUST WASHER, differential pinion	2	
14	1G7444	PIN, pinion	1	
15	6K842	LOCKING PIN, pinion axle	1	
16	ATA7043	BOLT, crown wheel to carrier	8	
17	6K875	TAB WASHER	4	
18	88G283	C/WHEEL & PINION, (4.300:1)	1	standard, (10/43)
	88G284	C/WHEEL & PINION, (4.555:1)	1	optional, (9/41)
	BTB653	C/WHEEL & PINION, (3.909:1)	1	optional, (11/43)
	ATB7240	C/WHEEL & PINION, (4.100:1)	1	MkII only, (10/41)
19	ATB7064	THRUST WASHER, 0.126"	a/r	} pinion
	ATB7065	THRUST WASHER, 0.124"	a/r	
	ATB7066	THRUST WASHER, 0.122"	a/r	
	ATB7067	THRUST WASHER, 0.120"	a/r	
	ATB7068	THRUST WASHER, 0.118"	a/r	
	ATB7069	THRUST WASHER, 0.116"	a/r	
	ATB7070	THRUST WASHER, 0.114"	a/r	
	ATB7071	THRUST WASHER, 0.112"	a/r	
20	100897A	PINION BEARING, inner	1	
21	1B7240	SPACER	1	
22	2A7213	PINION BEARING, outer	1	

25	ATB7102	SHIM, outer bearing, 0.004"	a/r	
	ATB7103	SHIM, outer bearing, 0.006"	a/r	
	ATB7104	SHIM, outer bearing, 0.008"	a/r	
	ATB7105	SHIM, outer bearing, 0.010"	a/r	
	ATB7106	SHIM, outer bearing, 0.012"	a/r	
	ATB7107	SHIM, outer bearing, 0.020"	a/r	
	ATB7108	SHIM, outer bearing, 0.030"	a/r	
26	88G320	OIL SEAL, pinion	1	
27	1G7439	DUST COVER	1	
28	ATB7059	FLANGE	1	
29	WL600121	WASHER	1	
30	FNZ612	NUT	1	
33	2K8160	PLUG	2	
34	ATB7206	AXLE, wire wheel, 10 spline	2	1500cc
	ATB7386	AXLE, wire wheel, 26 spline	2	1600cc To (c)82748
	BTB153	AXLE, wire wheel, 25 spline	2	1600cc From (c)82749

Note: These three axles are for cars fitted with original wire wheel axle cases. For cars converted to wire wheels (i.e. retaining the steel wheel axle case), one inch longer axles are required. These may be ordered by adding the suffix 'S' to the appropriate part number above.

35	ATB7204	HUB, splined, wire wheel, RH	1	
	ATB7205	HUB, splined, wire wheel, LH	1	
NI	RCK107R	HUB, 'bolt-on', wire wheel, RH	1	
	RCK107L	HUB, 'bolt-on', wire wheel, LH	1	
NI	110366	NUTS, for adaptors	8	
(For Spinners see front suspension on page 26 & 27 and accessories catalogue).				
36	ATB7190	AXLE, steel wheel, 10 spline	2	1500cc
	ATB7279	AXLE, steel wheel, 26 spline	2	1600cc To (c)82892
	BTB151	AXLE, steel wheel, 25 spline	2	1600cc From (c)82893
37	ATB7352	HUB, steel wheel	2	
	ATB7391	HUB, wire wheel	2	
38	1G7435	STUD, steel wheel	8	
	ATB7201	STUD, wire wheel	8	
39	88G276	NUT, steel wheel	8	
	FNZ507	NUT, wire wheel	8	
	GHK1133	WHEEL BEARING KIT, rear	2	inc. items 40, 43, 44, 45
40	GFG111	GASKET, rear hub	2	
43	ATB7354	O' RING	2	
44	GHS211	OIL SEAL	2	
45	GHB127	BEARING, hub	2	
46	1G7436	SPACER	2	steel wheel
47	ATB7181	HOUSING, differential	1	
48	AHH6355A	BRACKET REPAIR, rebound strap	2	weld to axle case

**Inertia Starter Motor****Dynamo****Battery & Fittings**

Pre-Engaged Starter Motor

These powerful 'brand new' (non-exchange) starter motors are High Torque, meaning they will not suffer the same fate as the original 'Inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain. See accessories catalogue for photograph. Contact your local Moss branch for full details.

Inertia Starter Motor

Ill	Part Number	Description	Req.	Details
94	3H952E	STARTER, original type, (M35G)	1	exchange
	GXE4405	STARTER, replacement, (M35J)	1	

The following components fit original Lucas M35G starter motors only.

95	7H5050	ARMATURE	1	as fitted - note
96	7H5048	PLATE, drive end	1	
97	7H5049	BUSH, drive end	1	inner loops of springs
98	7H5041	PLATE, commutator end	1	
99	7H5042	BUSH, commutator end	1	
100	GSB102	BRUSH SET	1	
101	509819A	SPRING SET, brush	2	
102	47H5341	SPRING SET, brush	2	
103	67H5010	DRIVE ASSEMBLY	1	
104	500892	PINION & SLEEVE	1	
105	BAU5781	PINION	1	
106	7H5529	SLEEVE & NUT	1	
107	501711	SPRING	1	
108	7H5045	SPRING, main	1	
109	47H5342	NUT	1	
110	7H5156	SUNDRIES KIT, starter	1	
111	BH606131	BOLT, starter to gearbox	2	To (c)117330(fine thread)
	53K149	BOLT, starter to gearbox	2	From (c)117331 (coarse thread)
113	7H5039	CAP, shaft end	1	

Dynamo

79	AEJ12E	DYNAMO, original, (C39)	1	reconditioned
	GXE3101	DYNAMO, (C40)	1	
80	509311A	ARMATURE	1	all
	607141A	FIELD COIL SET	1	all except no. 22258 (C39)
82	7H5388	PLATE, drive end	1	22258 only (C39)
	529221A	BALL BEARING, drive end	1	all

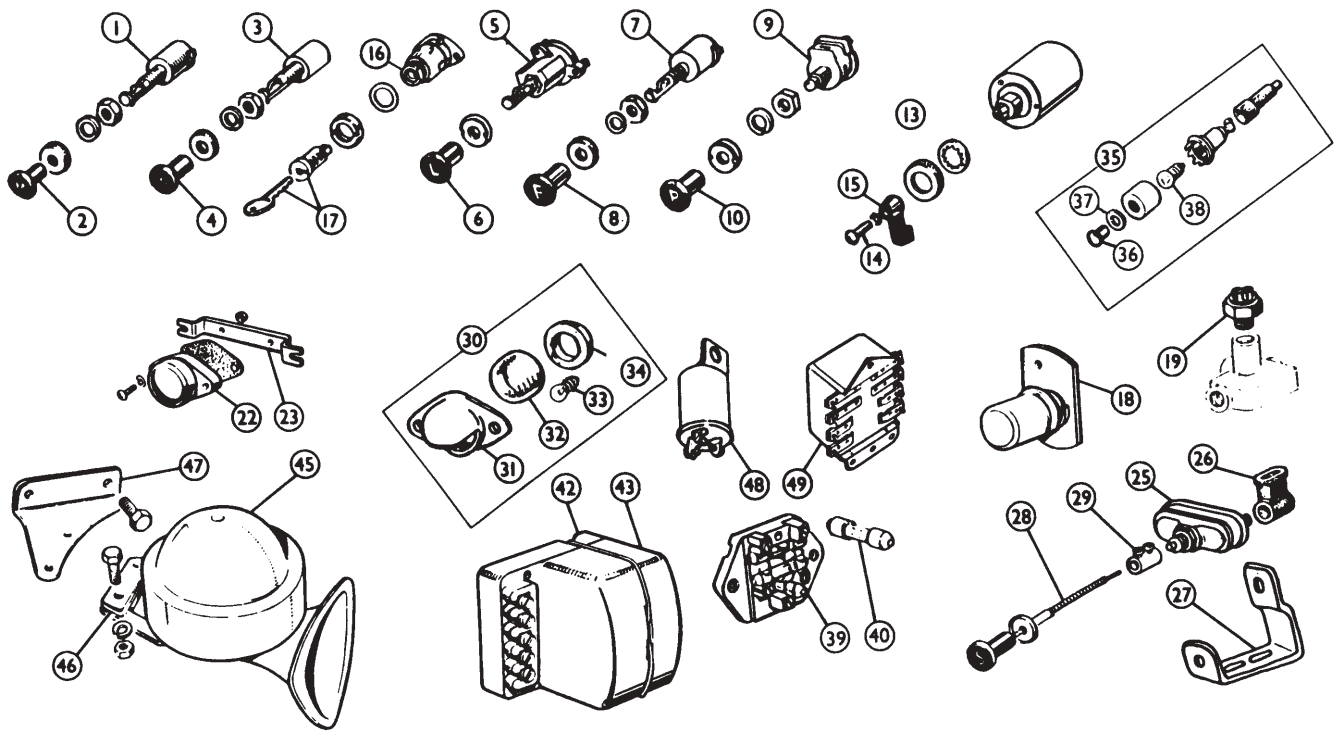
83	7H5387	PLATE, commutator end	1	22258 only (C39)
	7H5390	BUSH, commutator plate	1	all
84	GGB105	BRUSH SET	1	original dynamos marked 22258(C39)
	GGB102	BRUSH SET	1	
85	RTC466A	SPRING, brush, (all)	2	original dynamos marked 22700, 22704, and 22715(C40)
86	NT607041	NUT, securing pulley	1	
87	WKN404	WOODRUFF KEY	1	
88	12G2102	PULLEY	1	To (e)16GAH6395
	12H1178	PULLEY	1	From (e)16GAH6396
89	17D11	FAN	1	C40 Dynamo
	1G1783	FAN	1	C39 Dynamo
90	GHF334	LOCK WASHER	1	
91	37H6836	SUNDRIES KIT	1	misc. small parts

To polarise a dynamo:

- Disconnect the wires and run a wire from the control box 'A' terminal.
- Spark the 'A' terminal wire against the dynamo 'F' terminal. Do not hook this up, just a brief touch will do.
- Reconnect the dynamo.

Battery & Fittings

50	GBY3031D11	BATTERY, 6 volt, dry charged, heavy duty	2	rubber, original style
	GBY3031D	BATTERY, 6 volt, dry charged	2	plastic, replacement
51	AHH6131/1	CRADLE UNIT, battery, RH	1	weld to chassis
	AHH6131/2	CRADLE UNIT, battery, LH	1	
	AHH6131B	CRADLE, (lower), battery	1	bottom frame only
52	AHH6750	HOOK BOLT, long	2	
53	AHH5168	HOOK BOLT, short	2	
54	NT604041	NUT, half, on hook bolt	8	
55	AHH6353	BRACKET, battery hold-down	2	
56	AHH5169	PAD, bracket, upper	2	
57	AHH6351	PAD, bracket	4	
58	CRST191	LUCAS DECAL	2	
59	131113	CABLE, battery to chassis	1	replacement type
60	AHH5449	CABLE, battery to starter switch	1	
61	BHA4133	CABLE, starter switch to starter	1	
62	AHH5450	CABLE, between batteries	1	
63	2K6167	CABLE, engine to chassis	1	



Horns, Relays & Switches

1	2H4841	SWITCH, map light	1	
2	AHH5362†	KNOB, map light	1	
3	2H4841*	SWITCH, wiper	1	
4	AHH5364†	KNOB, wiper switch	1	with letter 'W'
5	3H3098	HEADLIGHT SWITCH	1	
6	AHH5360†	KNOB, headlight switch	1	with letter 'L'
7	2H4841*	SWITCH, fog or driving lamp	1	
8	AHH5366†	KNOB, fog light switch	1	with letter 'F'
9	BHA4278	SWITCH, panel light	1	
10	AHH5368†	KNOB, panel light switch	1	with letter 'P'
13	AMK5607	INDICATOR SWITCH	1	
	11K9308	HANDLE, replacement, white	1	
14	17H5483	SCREW for handle	1	
15	27H5511†	HANDLE, original type, black	1	
16	107936	IGNITION SWITCH BODY	1	
17	24G1345	LOCK & KEYS	1	
	17H2475	KEY, blank	a/r	FS series
18	11G2007	SWITCH, headlight dip	1	
19	13H2303	SWITCH, Brake Light, (O.E. type screw)	1	
	C16062A	SWITCH, Brake Light, (alternative Lucar)	1	
	GKS2001X	DASH KNOB SET	1	

*Note: These switches are supplied with blank knobs.

†Note: Order our dash knob set, and save over individual prices. Includes all knobs marked †, plus knobs for vent lever, starter or choke and heater cables.

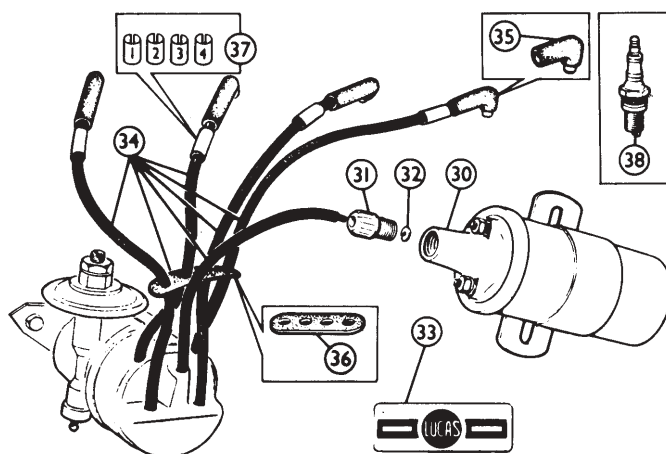
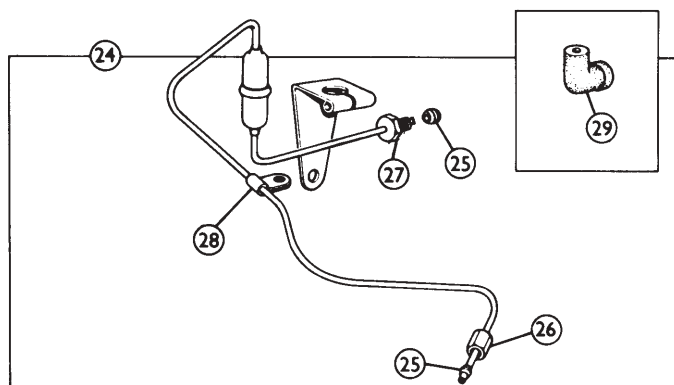
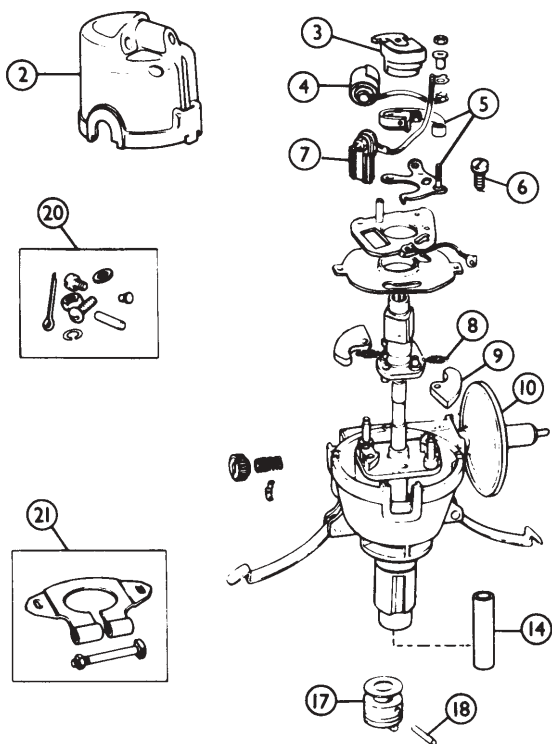
Don't waste time chasing down electrical problems until you have first checked the battery connections. If there is no power at all, it is most likely to be the battery connections, especially if you don't service the battery on a regular basis. The next most likely suspect is the starter switch and its connections. The least likely is the key switch.

22	2H3383	HORN PUSH	1	
23	AHH5287	BRACKET, horn button	1	
25	3H949	STARTER SWITCH	1	
26	8G548	BOOT, rubber	2	
27	AHH5002X	BRACKET, starter switch	1	welds to chassis
28	AHH5327	CABLE, starter	1	RHD
	AHH5330	CABLE, starter	1	LHD
29	3H950	COUPLER, starter cable	1	

Carburettor cleaner is a great help in cleaning wiring to identify colour coding, but do not allow a

live wire such as the horn lead to spark against the chassis while using it. The resultant spark will cause a flash and may set the wiring loom on fire - amongst other things!

30	BHA4283	MAP LIGHT	1	
31	37H5426	COVER	1	
32	606078A	GLASS	1	
33	GLB987	BULB	1	
34	17H5302	SEALING RING	1	
35	37H5182	LAMP, turn indicator	1	
36	AJG5046	JEWEL, green	1	
37	AAA3763	WASHER	1	
38	GLB987	BULB	1	
39	1G2613	FUSE BOX	1	
40	GFS35X	FUSE, 35 amp	a/r	
	GFS50X	FUSE, 50 amp	a/r	
42	3H1835	REGULATOR	1	
43	7H5522	COVER	1	
	1B9007/8	Horns, (pair)	1pr	High & Low Note
45	1B9007	HORN, LH, (high note)	1	Lucas replacement, optional
	1B9008	HORN, RH, (low note)	1	Lucas replacement, standard
46	MM160-200	BRACKET, horn mounting	a/r	(included with horns)
47	AAA2107	BRACKET, horn, LH, (on chassis)	1	optional
	AAA2088	BRACKET, horn, RH, (on chassis)	1	standard, (illustrated)
48	GFU2101	FLASHER,	1	original, Lucas
49	3H1454	RELAY, indicators	s1	1500cc & early Twin Cam



Ignition System

Distributor

ill	Part Number	Description	Req.	Details
	1H811*	DISTRIBUTOR, new	1	1500cc & 1600cc (Lucas 40510)
	1H811E*	DISTRIBUTOR, recon, (customers own unit)	1	
	12H822E*	DISTRIBUTOR, exchange	1	
				1622cc MkII (Lucas 40780)

*Note: These Lucas distributors are fitted with the push-on vacuum connection instead of the original obsolete - and no longer available - screw connection. To connect the original or Moss reproduction metal vacuum advance pipe, remove the nut & compression fitting from the distributor end of the pipe and make the connection with the adaptor (purchase part no. 12B2062 separately).

2	GDC102	CAP	1	
3	GRA101	ROTOR	1	
4	GSC111	CONDENSER	1	
5	GCS107	POINT SET, original type	1	
	GCS101	POINT SET, one piece type	1	
6	GCS1001S	SCREW, point set to breaker plate	1	
7	502283	TERMINAL BUSH with lead	1	(screw connector)
	37H2981	TERMINAL BUSH with lead	1	(Lucas connector)
8	37H5272	SPRING SET	1	Original distributors, nos. 40488A & 40510A, B/D & F
9	57H5420	WEIGHT	2	
10	515859	VACUUM UNIT (Lucas replacement with push-on connection, as illustrated. Use with adaptor 12B2062 for use with metal vacuum pipe).	1	
14	606895	BUSH	1	
17	513679A	DRIVING DOG	1	
18	057992	PIN	1	
20	245015	SUNDRIES KIT	1	
21	3H2138	CLAMPING PLATE, with bolt	1	
24	1H919	VACUUM PIPE, pre-formed	1	as original
25	6K649	COMPRESSION FITTING (Olive)	2	
26	6K650	NUT, distributor end	1	

27	2A459	NUT, carburettor end	1	
28	12H90	CLIP	1	
29	12B2062	ADAPTOR	1	see distributor notes (Use to connect vacuum pipe to replacement vacuum unit with push-on connector).

No spark!

The most common tune-up problem results when a set of new points is installed and the car refuses to run. Double check the condenser and terminal wires; they must be insulated from the point set. It is common to place them on top of the insulator, which earth's them to the distributor body. The insulator washer must be fitted under the point spring, and the condenser mounted securely to the breaker plate.

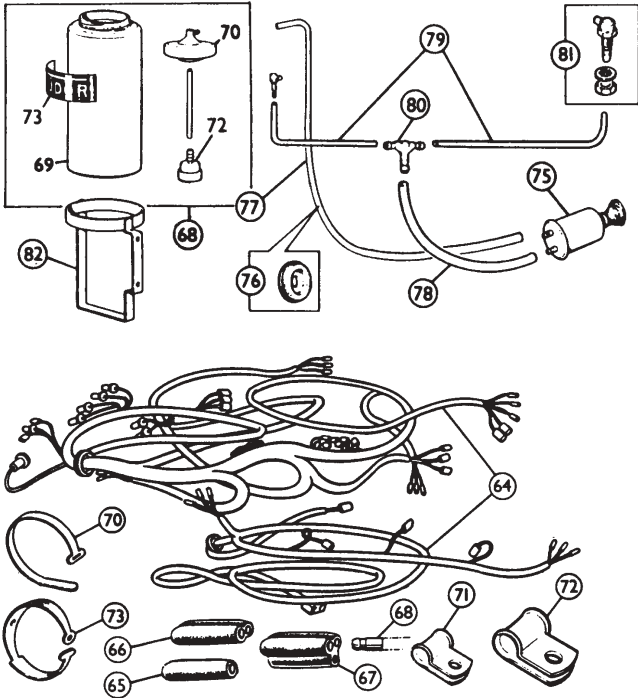
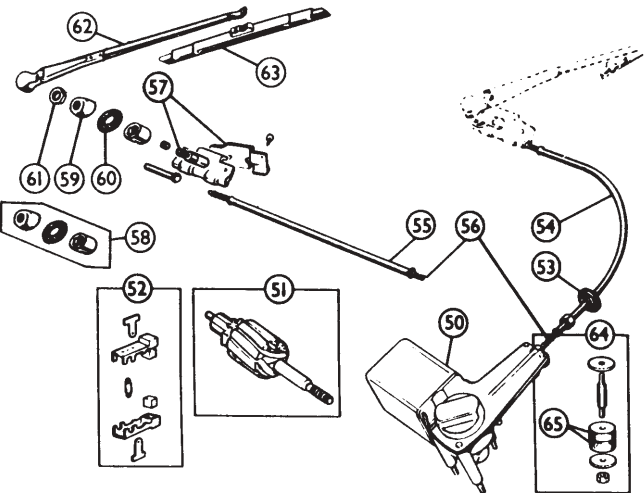
Coil & Ignition Leads

30	GCL101	COIL, ignition, 12 volt	1	original screw-in type
	TT2981	SPORTS COIL, Lucas	1	push-in HT connector
31	105036	NUT, lead securing	1	for GCL110B coil only
32	214279A	WASHER, copper	1	
33	CRST156	DECAL, (Lucas coil)	1	
34	GHT102X	HT LEAD SET, (original)	1	
	GHT102B	HT LEAD SET, with clips	1	push in HT connector sold per metre
	AAA5981M	HT LEAD	a/r	
35	3H1422	SUPPRESSOR, spark plug	4	
36	1G2673	SEPARATOR, HT Leads	1	
37	CRST255	LABEL SET, HT leads	1	
38	GSP160	SPARK PLUG, 'Unipart'	4	equivalent to Champion N5C
	GSP4362	SPARK PLUG, 'Unipart'	4	equivalent to Champion N9YC
	BP7ES	SPARK PLUG, NGK	4	Standard
	BP6ES	SPARK PLUG, NGK	4	Fast Road

Reversed Polarity

Reversed polarity at the coil will cause fouled spark plugs and premature point erosion, as well as high-speed break up, although the car will run. The coil connections to the distributor should match the battery earth. For example, on a positive earth car, the positive side should connect to the distributor. Original Lucas coils for positive earth systems were marked 'SW' for switch and 'CB' for the contact breaker. Modern coils are marked '+' and '-'.

When working on the electrical system it is advisable to disconnect the coil switch wire. This precaution will keep the coil and points from overheating, and prevent an accidental start-up.



Windscreen Wiper & Washer System

See accessories catalogue for full details.

ill	Part Number	Description	Req.	Details
50	17H5475E	WIPER MOTOR, original	1	exchange
	GXE7714	WIPER MOTOR, replacement	1	exchange
51	17H5255	ARMATURE	1	
52	508170	BRUSH & SPRING SET	1	complete, (pair)
53	C5574A	GROMMET	1	
54	AHH5410	CASING, motor to wheelbox	1	
55	AHH5411	CASING, between wheel-boxes	1	
56	508182A	CABLE, inner drive	1	
57	37H6316	WHEEL-BOX	2	
58	BAU1465	BEZEL KIT	2	(bezel, pad & lower splines)
59	ADB826	CHROME BEZEL, wheel-box	2	
60	ADC560	PAD, wheelbox bezel	2	
61	ANK3459	CHROME NUT, wheel-box	2	
62	114485	WIPER ARM	2	RHD only
	114488	WIPER ARM	2	LHD only
63	GWB215	WIPER BLADE	2	
64	17H5431	WIPER MOTOR MOUNT KIT	3	
65	17H5431X	GROMMET, rubber	3	
68	GWV918K	WASHER BOTTLE	1	bottle cap pipe & valve
69	GWV918	BOTTLE	1	
70	AHH6848	CAP ASSEMBLY	1	
72	GWV506	FOOT VALVE, non-return valve	1	
73	CRST124	'TUDOR' DECAL	1	
75	GWV102	PUMP, replacement type	1	
76	RFR503	GROMMET, washer tube	1	
77	GWV202M	TUBING, container to pump, 1/4"	a/r	(metre length)
78	GWV202M	TUBING, pump to connector, 1/4"	a/r	
79	GWV201M	TUBING, connector to jets, 3/16"	a/r	
80	GWV408	CONNECTOR, 3 way	1	
81	GWV802	JET ASSEMBLY	2	
82	7H9781	BRACKET, for container	1	

Wiring Looms

64	ML594	WIRING LOOM, woven fabric	1	1500cc
	ML595	WIRING LOOM, woven fabric	1	1600cc, 1600cc MkII & De Luxe
	ML574	WIRING LOOM, PVC bound	1	
	ML575	WIRING LOOM, PVC bound	1	1600cc, 1600cc MkII & De Luxe, (alternative)

65	2H3406	CONNECTOR, single	a/r
66	RTC603A	CONNECTOR, double	a/r
67	2H4992	CONNECTOR, 3-way	a/r
68	GHF2200	WIRE TIP, for wire end	a/r
70	2K6640	STRAP, rear lamp cable	2
71	AHH5248	CLIP, battery cable & loom	6
72	PCR407	CLIP, rear lamp loom	2
73	13H6107	RUBBER STRAP	1

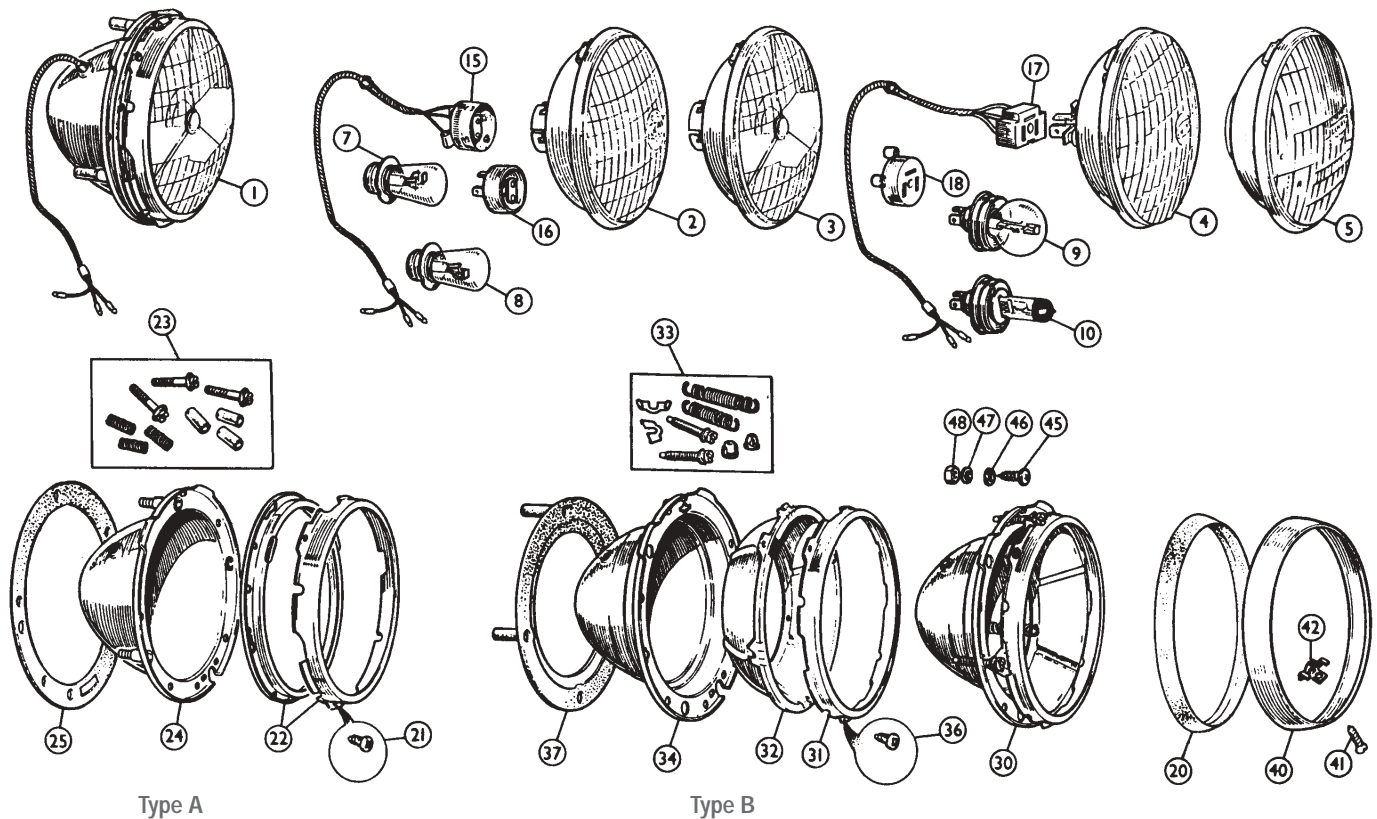
Moss wiring looms include the main loom and all four sub-loom. These are colour coded as original so that your workshop manual wiring diagram can be referred to should any problems arise in the future. Headlamp looms (part number BAU2110) are not included.

Carburettor cleaner is a great help in cleaning wiring to identify colour coding, but do not allow a live wire such as the horn lead to spark against the chassis while using it. The resultant spark will cause a flash and may set the wiring loom on fire - amongst other things!

Electrical Trouble-Shooting

Listed below is a guide for trouble-shooting electrical problems on your MGA and making sense out of standard Lucas wiring loom colour coding. Sorting out electrical problems requires a step-by-step, methodical approach. Identify the problem, examine the wiring diagram, and trace the circuit connection to connection (usually from the live side), until the problem is found. As a rule: Wires do not fail. The bullet connectors may corrode at the ends of the wires (rarely), or the connections may be loose (common!), but the wires are usually OK. Another rule: Wires begin and end outside of the loom. There should never be any reason to cut through the loom binding itself.

Warning:	Approaching an electrical problem without a test light and wiring diagram is a certain route to insanity.
Brown:	Battery Circuit. Feeds light and ignition switches from control box terminal A1. Feeds horns from control box terminal A to A1 fuse box terminal. Not used, always live. Accessories are sometimes installed at the fuse box terminal A1, but should always be fused separately.
Yellow:	Dynamo Circuit. Dynamo terminal D (armature) to control box terminal D and ignition warning light. Live with ignition on.
White:	Ignition Circuit. All essential requirements when ignition is switched on but are not fused. Live with ignition on.
Green:	Auxiliary Circuits. Fed through the ignition switch and fused. Live with ignition on.
Blue:	Headlamp Circuit. Fed from terminal on light switch. Un-fused.
Red:	Side and Rear Lamp Circuits. Fed from terminal S1 or T on light switch. Includes fog and panel lamps.
Black:	Earth or Ground Circuits. Components not internally earthed are earthed to the chassis. Un-fused.



Headlamps & Fittings

See accessories catalogue for full details.

The various designs and types of headlamps originally fitted are too numerous to mention. In addition they are generally not available now. The favourite headlamp type amongst owners the world over is the 'TRIPOD' design. We have reproduced this item in both RHD and LHD formats to accept British Pre Focus (BPF) bulbs of either RHD or LHD to match the lens pattern. Customers wishing to install 'Tripod' type lamps in their cars but have nothing fitted should buy; Bucket & Bowl 27H8263X, Seal 13H565, Chrome Rim 142001, Cable 27H2333 and either LU554308 with GLB414 (RHD lamp & bulb) or LU555296 with GLB415 (LHD lamp and bulb) depending upon which side of the road your car is to be used on. We also offer a selection of Halogen conversion headlamps.

Headlamp Units

ill	Part Number	Description	Req.	Details
1	506370X	HEADLAMP, 'tripod'	2	RHD
	506372X	HEADLAMP, 'tripod'	2	LHD
	BHM7196	HEADLAMP, sealed beam	2	RHD
	512223X	HEADLAMP, sealed beam	2	RHD
	514579	HEADLAMP, sealed beam	2	LHD
	27H8495	HEADLAMP, BPF lamp	2	RHD
	AEU1061A	HEADLAMP, P45T asymmetric	2	LHD
	512224X	HEADLAMP, P45T asymmetric	2	LHD
2	GLU501	LIGHT UNIT, BPF	2	RHD, LH dipping
3	LU554308	LIGHT UNIT, BPF, 'tripod'	2	RHD, LH dipping
	LU555296	LIGHT UNIT, BPF, 'tripod'	2	LHD, RH dipping
4	GLU101	LIGHT UNIT, sealed beam	2	RHD, LH dipping
	BMK2508	LIGHT UNIT, sealed beam	2	LHD, RH dipping
5	27H4146A	LIGHT UNIT, P45T asymmetric	2	LHD, RH dipping
7	GLB414	BULB, BPF, clear	2	RHD, LH dipping
8	GLB415	BULB, BPF, clear	2	LHD, RH dipping
	GLB409X	BULB, BPF, cadmium yellow	2	LHD, RH dipping
9	GLB410	BULB, P45T, clear	2	
	GLB411	BULB, P45T, cadmium yellow	2	
10	GLB2983	BULB, P45T, halogen, clear	2	
15	27H2333	ADAPTOR & CABLES	2	for BPF lamp unit
16	501473	ADAPTOR	2	Lucar terminals for BPF lamp
17	BAU2110	ADAPTOR	2	Lucar plug connector & cables
18	600226A	ADAPTOR only	2	for Lucar terminals

Type 'A' Bucket; 3 Adjusters

20	3H2962	DUST EXCLUDER, rubber	2
21	AB606021	SCREW, rim retaining	6
22	17H5205	MOUNTING RIM, (2 pieces)	2

23	17H5394K	ADJUSTER KIT,	2	3 screws, 3 springs, 3 sleeves
24	7H6838	HEADLAMP BUCKET	2	3 adjuster type
25	3H1031	SEAL, bucket to body	2	

Type 'B' Bucket; 2 Adjusters

30	27H8263X	BUCKET, BOWL & RIM	2	
31	515218A	OUTER MOUNTING RING	2	chrome plated
32	SML4	INNER MOUNTING RING	2	
	27H6481	INNER MOUNTING RING, plastic	2	alternative to SML4
		(Not supplied with bucket, bowl & rim 27H8263X).		
33	BHM7058	ADJUSTER KIT,	2	
		(Includes 2 screws, 2 ferrules, 2 springs & 2 clips).		
34	SML3	HEADLAMP BUCKET	2	2 adjuster type
20	3H2962	DUST EXCLUDER, rubber	2	
36	AB606021	SCREW, rim retaining	6	
37	13H565	SEAL, bucket to body	2	alternative, fit in pairs

Headlamp Rims

40	142001	RIM, headlamp, (screw-on type)	2
41	RTC465	SCREW, rim retaining	2
42	37H7421A	CLIP, rim retaining	2

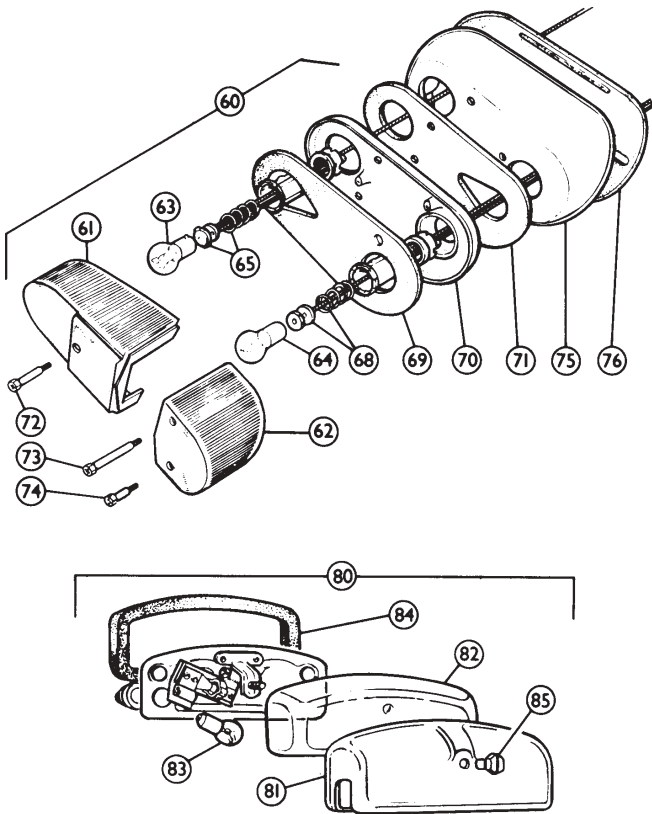
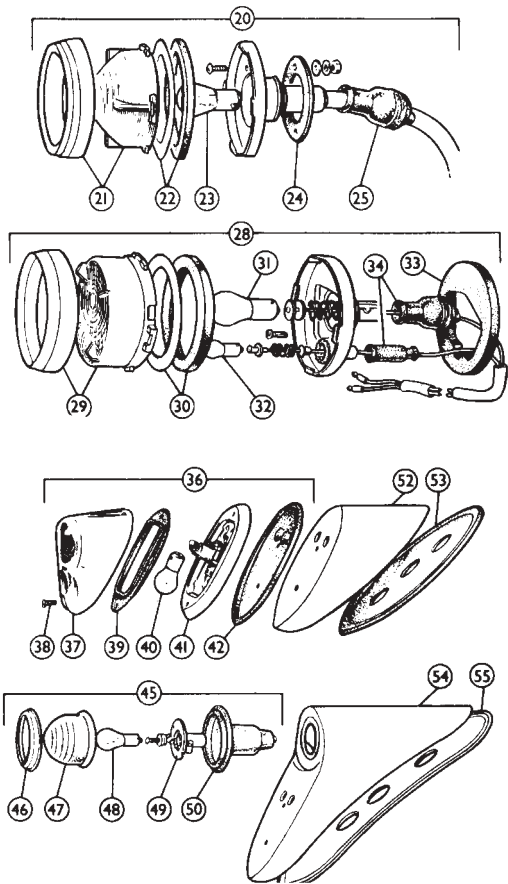
Fittings (Headlamp to Body)

45	PMZ314	SCREW	8
46	GHF306	WASHER, plain	8
47	WL700101	WASHER, locking	8
48	GHF206	NUT	8

Lamp Problems

Two basic tools are essential for trouble shooting electrical problems - a wiring diagram, and a 12 volt test light. A test light is an inexpensive little tool that looks like a cross between an ice pick and an electric screwdriver. Simple to use, it is connected by its clip to an earth. The sharp probe is poked around the 'live' leads. If the lamp lights, there is power, at least to that part of the circuit. For example, clip the test light to a bumper bolt or other good earth and touch the probe to a bulb contact on the 'live' side - the bulb will light (so long as the light is 'on').

Most lamp problems are conveniently in the lamp unit itself. The great majority are caused by bad bulb contacts or corroded earth's. Don't assume that there are major problems until the non-functioning unit is completely inspected. Using the wiring diagram, work your way back through the circuit to the connectors and from there to the source of power such as the fuse box or terminal connector. By this method, you are able to determine whether an entire circuit or the individual unit is at fault. If the circuit is dead, track the problem from the fuse box or battery side of that particular circuit. Proceed through the circuit components one at a time, using the wiring diagram as a guide.



Front Lamps

ill	Part Number	Description	Req.	Details
20	ACC5292	FRONT PARKING LAMP	2	1500cc & early Twin Cam
21	17H5428	LENS, with rim	2	
22	17H5305K	SEAL SET, lens mounting	1	
	17H5305	WASHER, plastic	2	
	17H5308	WASHER, seating, rubber	2	
23	GLB380	BULB	2	
24	17H5309	RUBBER PAD	2	
25	37H5525	RUBBER BOOT	2	
28	13H6396	FRONT PARKING LAMP, RHD	2	1600cc & MkII, amber/clear
	13H520	FRONT PARKING LAMP, LHD	2	1600cc & MkII, clear
29	47H5507	LENS, with rim, amber/clear	2	UK spec
	47H5508	LENS, with rim, clear	2	USA spec
30	17H5307K	SEAL SET, lens mounting	1	
31	GLB382	BULB, turn indicator, large	2	
32	GLB989	BULB, parking, small	2	
33	47H5505	RUBBER PAD	2	
34	37H5294K	BOOT SET, 4 boots	1	

Rear Lamps

36	13H23	REAR LAMP	2	1500cc & 1600cc
37	AJA5069	LENS	2	
38	57H5569	SCREW, lens	4	
39	AJA5071	PAD, lens mounting	2	
40	GLB380	BULB	2	
41	AJA5072	CHROME BASE	2	
42	AJA5073	PAD, rubber	2	
45	2A9013	FLASHER LAMP, amber	2	1600cc U.K. spec
	CHM13	FLASHER LAMP, amber, plastic	2	
	2A9040	FLASHER LAMP, red	2	1600cc U.S. spec
46	7H5182	RIM, chrome	2	
47	37H5520	GLASS LENS, amber	2	U.K. spec.
	37H6130	PLASTIC LENS, amber	2	
	37H5531	GLASS LENS, red	2	U.S. spec.
48	GLB382	BULB	2	
49	37H5528	SOCKET	2	
50	508162	BODY, rubber	2	
52	AHH5393	PLINTH, LH	1	1500cc
	AHH5392	PLINTH, RH	1	
53	AHH5505	PLINTH PAD	2	

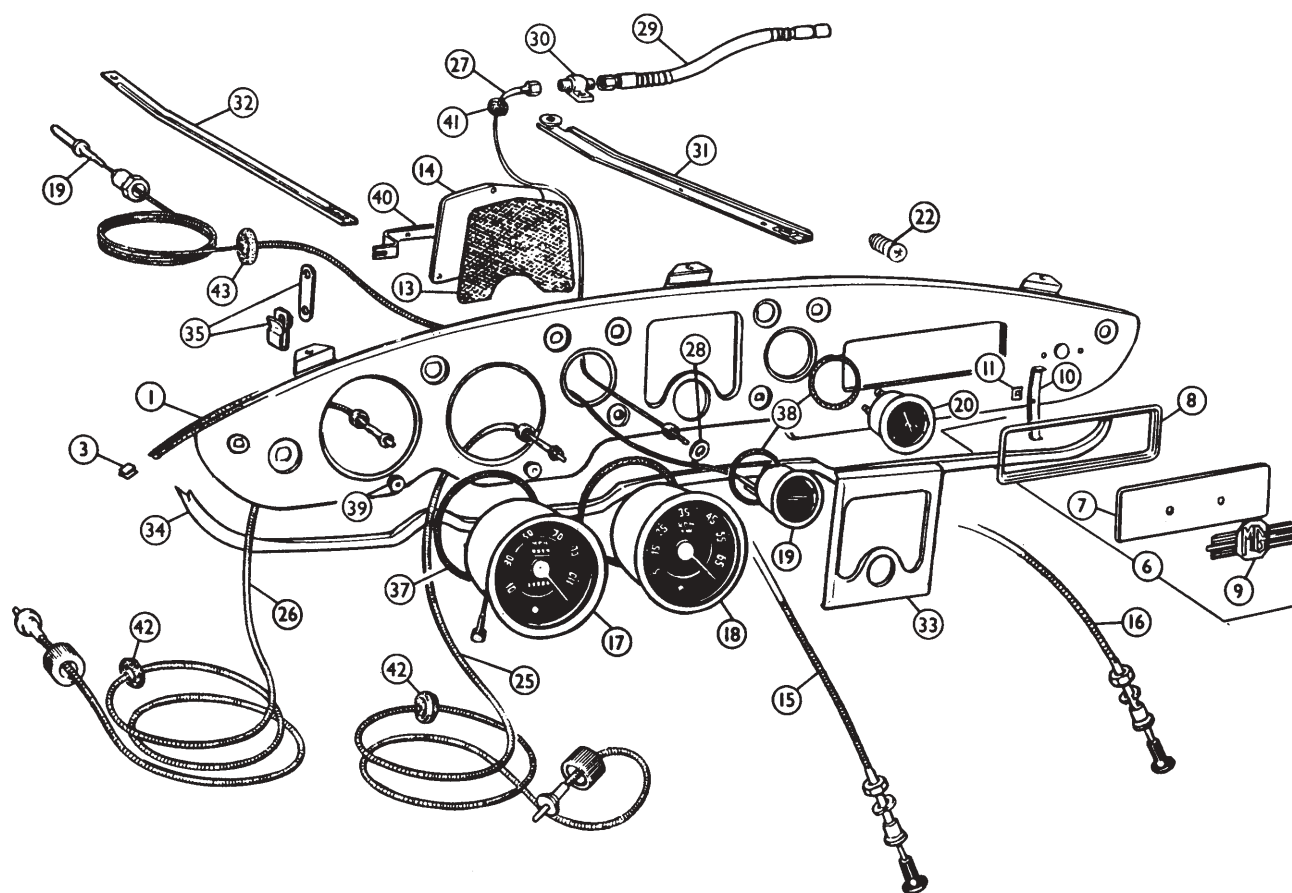
54	AHH5921	PLINTH, LH	1	1600cc
	AHH5920	PLINTH, RH	1	
55	AHH5918	PLINTH PAD	2	
60	BHA4228	REAR LAMP, LH	1	U.K. spec, amber lens
	BHA4229	REAR LAMP, RH	1	1600cc MkII & De Luxe
61	47H5363	STOP/TAIL LENS, LH	1	
	47H5358	STOP/TAIL LENS, RH	1	
62	47H5362	FLASHER LENS, LH, amber	1	U.K. Spec.
	47H5355	FLASHER LENS, RH, amber	1	
	47H5479	FLASHER LENS, LH, red	1	U.S. Spec.
	47H5480	FLASHER LENS, RH, red	1	
63	GLB380	BULB, stop/tail, dual filament	2	
64	GLB382	BULB, flasher, single filament	2	
65	37H5459	SOCKET, double contact	2	
68	37H5452	SOCKET, single contact	2	
69	47H5360	PAD	2	
70	57H5401	BASE, RH	1	
	57H5400	BASE, LH	1	
71	57H5399	PAD	2	
	47H5356K	LENS SCREW SET	2	
72	47H5359	SCREW, stop/rear light lens	2	
73	47H5356	SCREW, long, flasher lens	2	
74	47H5357	SCREW, short, flasher lens	2	
75	AHH6118	PLINTH, RH	1	
	AHH6119	PLINTH, LH	1	
76	AHH6116K	PAD SET, plinth	1	

If there is trouble with the rear lamps on your MGA, check the loom earth at the right rear of the chassis (near the rear spring shackle). Clean up this earth as well as the connector bundle. The wiring is exposed to the elements at this point and it is common to find the earth wire broken off.

Number Plate Lamp

80	127916	NUMBER PLATE LAMP	1	
81	502264	CHROME COVER	1	
82	601721A	GLASS LENS	1	
83	GLB989	BULB	1/2	2 used after 1600cc (c)88844
84	57H5368	RUBBER SEAL	1	
85	17H5385	CHROME SCREW	1	

Trouble in the number plate lamp is usually corrosion at the bulb holder. Check the wires as they pass through the body and inspect the connector inside the lamp.



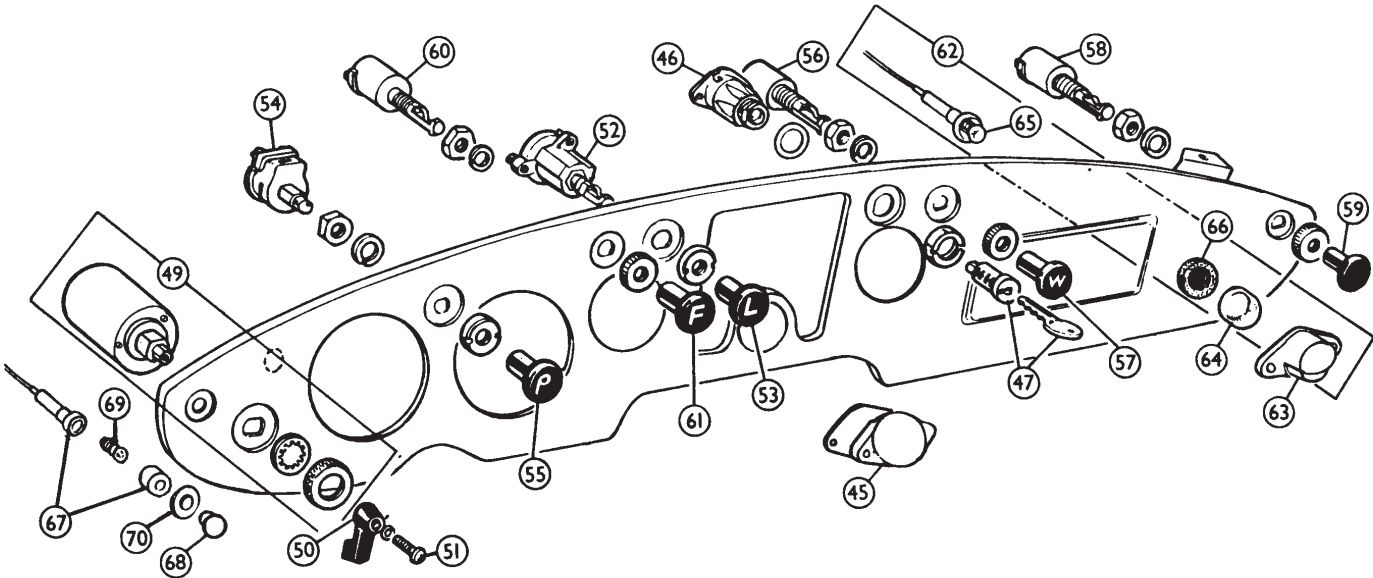
Instruments & Cables

ill	Part Number	Description	Req.	Details
	ARH57	DASH PANEL, RHD	1	
1	AFH4845	DASH PIPING, black	a/r	sold per foot
	AFH4841	DASH PIPING, red	a/r	
	AFH6670	DASH PIPING, tan	a/r	
	AFH4844	DASH PIPING, white	a/r	
3	ANK5046A	CLIP, piping to dash	8	
6	ARH59K	RADIO BLANKING PLATE SET	1	
7	ARH59	PLATE, blanking	1	
8	AHH5255	BEZEL, blanking plate	1	
9	AHH5258	BADGE, on plate	1	
10	BHH364	CLIP, plate retaining	2	
11	ADB509	SPIRE NUT	2	
13	AHH5254	SCREEN, speaker	1	
14	AHH5376	PLATE, blanking	1	
15	AHH5327	STARTER CABLE, RHD	1	with knob, letter 'S'
	AHH5330	STARTER CABLE, LHD	1	
16	AHH5333	CHOKE CABLE, RHD	1	with knob, letter 'C'
	AHH5336	CHOKE CABLE, LHD	1	

To cut a wound control cable such as the starter, choke or heater cable, pull the control knob out of the outer sheath. The distance between the knob and the mounting bezel should be equal to the amount of cable needed to reach and operate the control. Hold the cable assembly against an anvil (on your bench vice) and cut with a sharp chisel. Cut with one blow, as repeated blows will spread the inner wire. A large, very sharp side cutter can also be used. It is a good idea to leave a little extra inner cable so the end, which soon frays, may be trimmed from time to time. You can also lightly solder the end to prevent fraying.

17	AHH5185E*	SPEEDOMETER, exchange	1	1500cc to (c)14089
	17H292E*	SPEEDOMETER, exchange	1	1500cc from (c)14090, 1600cc, Twin Cam (not MkII's)
18	AHH5187E*	TACHOMETER, exchange	1	1500cc to (c)14089
	17H300E*	TACHOMETER, exchange	1	1500cc from (c)14090, 1600cc, MkII (not Twin Cam)
	BHA4083E*	TACHOMETER, exchange	1	Twin Cam
	AJH5177	GAUGE GLASS, speedo & tach	2	4" diameter
19	AHH5188E*	OIL/WATER GAUGE, exchange	1	1500cc to (c)14089
	17H298E*	OIL/WATER GAUGE, exchange	1	all models from (c)14090
20	AHH5189E*	FUEL GAUGE, exchange	1	1500cc to (c)14089
	17H299E*	FUEL GAUGE, exchange	1	all models from (c)14090
	502269F	GLASS, dual & fuel gauges	2	2" diameter
22	GLB987	INSTRUMENT BULB	8	
25	1B9141	CABLE, tachometer	1	RHD only
	27H1801	CABLE, tachometer	1	LHD only
26	GSD109	CABLE, speedometer	1	RHD only
	GSD114	CABLE, speedometer	1	LHD only
27	AHH5323	TUBE, oil gauge to fitting	1	
28	2K4936	WASHER, leather, oil tube	1	
29	AAA627	OIL PIPE, flexible	1	all Coupes
30	AAA628	FITTING, tube to flex pipe	1	
31	AFH1712	DASH SUPPORT, RH	2	

*Note: Due to the scarcity of MGA gauges, we often have to recondition the customers own gauge. (These gauges are becoming increasingly difficult for us to obtain). To ensure that the correct gauge is supplied always quote the gauge number found on the face of the gauge.



32	AFH1713	DASH SUPPORT, LH	2	
33	AFH4520	BEZEL, speaker	1	all Coupes & Twin cam 1600cc MkII roadster
34	AFH5477	TRIM, dash bottom, LHD	1	
	AFH5476	TRIM, dash bottom, RHD	1	1600cc MkII & Twin cam roadster
	AFH4489	TRIM, dash bottom, LHD	1	
	AFH4488	TRIM, dash bottom, RHD	1	
35	BHA4081K	CLIP SET, temp. sender tube	1	
37	AJH5178	RING, rubber, large, (4")	2	
38	17H1642	RING, rubber, small, (2")	2	
39	17H1304	KNURLED NUT, large	4	speedo & tachometer
	17H932	KNURLED NUT, small	2	fuel & dual gauges
40	AHH5287	BRACKET, horn button	1	
	GKS2002X	GROMMET SET, bulkhead	1	(33 pieces)
41	AAA643	GROMMET, oil pipe	1	
42	ACB8474	GROMMET	2	speedo & tachometer cables
43	600395	GROMMET	1	temp. gauge (capillary)
45	2H3383	HORN BUTTON	1	
46	107936	IGNITION SWITCH BODY	1	
47	24G1345	LOCK & 2 KEYS	1	
	17H2475	KEY, blank, FS series	a/r	
49	AMK5607	TURN SIGNAL SWITCH	1	
50	27H5511†	HANDLE, original type, black	1	
	11K9308	HANDLE, replacement, white	1	
51	17H5483	SCREW for handle	1	
52	3H3098	HEADLIGHT SWITCH	1	
53	AHH5360†	KNOB, headlight switch	1	with letter 'L'
54	BHA4278	SWITCH, panel light	1	

When MGA's were set up for left hand drive, the instrument positions were not changed accordingly. It is a good idea to change the fuel gauge and combination gauge position, as the

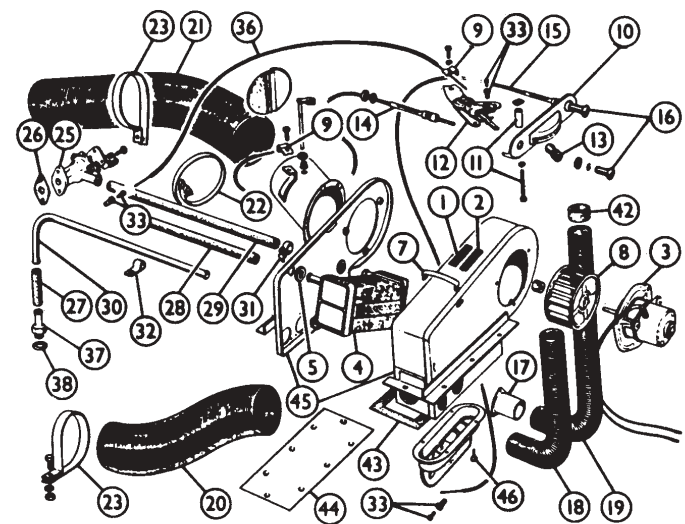
ignition key switch is located above this important gauge. Your key ring & assorted keys will block your view of the gauge and you may well be distracted by having to move things out of the way in order to see what is going on with your engine. Some owners have also found it desirable to change tachometer and speedometer positions. When working with the dash wiring for any reason, it is a pretty good idea to disconnect the battery!

Failure of the green flasher pilot lamp to light when the indicator is flashing is most often a bad earth at the bulb fitting behind the dash. Reach behind the dash and give the bulb holder a turn or two against the dash to tighten, and clean the connection.

55	AHH5368†	KNOB, panel light switch	1	with letter 'P'
56	2H4841	SWITCH, wiper	1	with plain unlettered knob
57	AHH5364†	KNOB, wiper switch	1	with letter 'W'
58	2H4841	SWITCH, map light	1	with correct knob
59	AHH5362†	KNOB, map light	1	
60	2H4841	SWITCH, fog or driving lamp	1	with plain unlettered knob
61	AHH5366†	KNOB, fog light switch	1	with letter 'F'
	GKS2001X	DASH KNOB SET	1	

†Note: Order our dash knob set, and save over individual prices. Set includes all 8 knobs marked † on this page, plus 3 knobs for heater control.

62	BHA4283	MAP LIGHT	1
63	37H5426	COVER	1
64	606078A	GLASS	1
65	GLB987	BULB	1
66	17H5302	SEALING RING	1
67	37H5182	LAMP, turn indicator	1
68	AJG5046	JEWEL, green	1
69	GLB987	BULB	1
70	AAA3763	WASHER, behind jewel	1

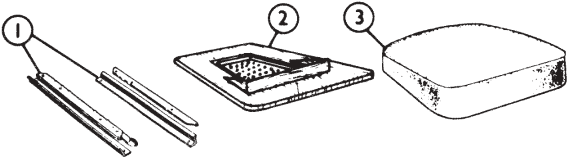
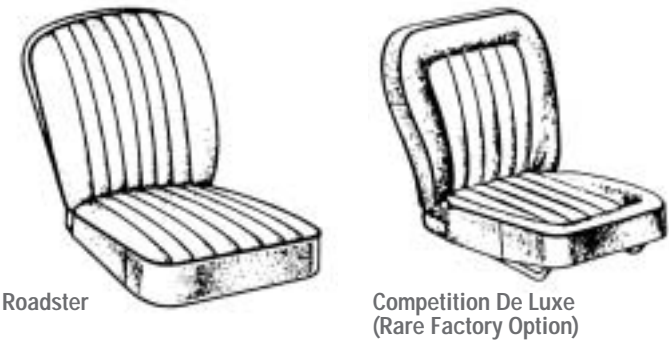


Heating & Ventilation

ill	Part Number	Description	Req.	Details
1	CRCP302	PLATE, 'Smiths'	1	
2	CRCP303	PLATE, 'Caution'	1	
3	37H7913	BLOWER MOTOR, replacement	1	new
4	37H7914	HEATER MATRIX	1	
5	7H1993	GROMMET	2	
7	17H1595	CLIP, side cover	4	
8	515825	FAN	1	
9	27H1193	CLAMP, cable	3	
10	17H518	PANEL, heater control	1	
11	27H1208K	BOLT & SPACER	2	
12	7H1985	LEVER & SWITCH	1	
13	17H490†	KNOB, heater blower, with letter 'B'	1	
14	AHH5601	CABLE, air control	1	less knob
15	AHH5602	CABLE, demister control	1	
16	17H827†	KNOB, control cables	2	
	GKS2001X	DASH KNOB SET	1	
†Note: Order our dash knob set, and save over individual prices. Includes all dash 11 knobs.				
17	AHH5426	TUBE, defroster	2	
18	AHH5427*	AIR HOSE, 14", original type	1	
19	AHH5428*	AIR HOSE, 25", original type	1	
20	AHH5394*	AIR HOSE, 4" x 18", original type	2	
21	AHH5430*	AIR HOSE, 4" X 31", original type	1	
*Note: These hoses are supplied compressed in length, and must be stretched to correct length for installation.				
22	14G800	CLAMP, for 4" air hose	4	
23	AHH5714	CLAMP, for 4" air hose	3	
25	BHA5298	VALVE, heater shut off	1	
26	12H3868	GASKET	1	
	AHH5434K	WATER HOSE SET	1	
27	AHH5434	HOSE, 2 1/2"	1	
28	AHH5437	HOSE, 12 1/2"	1	
29	AHH5438	HOSE, 14"	1	
30	AHH5435	PIPE	1	
31	CS4012	HOSE CLIP, wire type	6	alternatives
	GHC406	HOSE CLIP, jubilee type	6	
32	PCR813	CLIP	2	
33	24G1482K	CABLE STOP & SCREW	4	
36	AHH5529	CABLE, water valve	1	
37	AMK8847	PIPE ADAPTER	1	
38	232043A	WASHER	1	
42	AHH5429	ADAPTOR	2	
43	AHH5253	SEAL, heater mounting, rubber	1	
44	AHH5252	BLANKING PLATE	1	(when heater is not fitted)
45	AHH5423	HEATER BOX	1	
46	AB606021	SCREW, securing vent flap	4	

Demister vents should be mounted with the vent opening toward the windscreen.





Seat Components

Interior Trim & Fittings: We not only stock High Quality interior trim for the MGA, we also manufacture it in our own upholstery shop. So whether you are planning a complete restoration or just wish to renew your seat covers, we really do have everything you need. For full detailed listings please refer to the accessories catalogue.

Seat Cover Kits

Our complete seat kits are a unique combination of concours quality, practicality and economy. Features include piping in contrasting colours when appropriate and matching padded centre armrests. Our leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. Proper pleat placement and correct stitching make these the best seat cover replacement kits you can buy. The vinyl kits, like our leather kits, offer premium materials and factory original styles. Whilst we make every effort to match colours as closely as possible, dye lots do vary. For a guaranteed 'close as humanly possible' match, it is recommended that you order your interior as a complete kit. For free samples of our upholstery materials, please request a sample.

Note: Other colourways from those shown below are available to special order.

Leather Seat Cover Kits

ill	Part Number	Description	Req.	Details
	SCA2001	SEAT COVER KIT, black/white piping	1	leather, Roadster
	SCA2007	SEAT COVER KIT, black/white piping	1	leather, Coupe
	SCA2018	SEAT COVER KIT, black/white piping	1	leather, Complete Deluxe
	SCA2004	SEAT COVER KIT, black/black piping	1	leather, Roadster
	SCA2005	SEAT COVER KIT, black/black piping	1	leather, Coupe
	SCA2020	SEAT COVER KIT, black/black piping	1	leather, Complete Deluxe
	SCR2001	SEAT COVER KIT, red/red piping	1	leather, Roadster
	SCR2002	SEAT COVER KIT, red/red piping	1	leather, Coupe
	SCR2004	SEAT COVER KIT, red/red piping	1	leather, Complete Deluxe

Vinyl Seat Cover Kits

	SCA2012	SEAT COVER KIT, black/white piping	1	vinyl, Roadster
	SCA2015	SEAT COVER KIT, black/white piping	1	vinyl, Coupe
	SCA2009	SEAT COVER KIT, black/black piping	1	vinyl, Roadster
	SCA2017	SEAT COVER KIT, black/black piping	1	vinyl, Coupe
	SCR2003	SEAT COVER KIT, red/red piping	1	vinyl, Roadster
	SCR2005	SEAT COVER KIT, red/red piping	1	vinyl, Coupe

Moss Complete Seats

For those needing both seats and upholstery, Moss now offers a complete, ready to bolt on brand new seat assemblies. These seats offer a price competitive option to the lengthy labour intensive task of having your existing seats rebuilt and recovered by a local specialist.

Complete Seat Assemblies

	SAA2001	SEAT ASSEMBLY, black/white piping	1	Roadster
	SAA2008	SEAT ASSEMBLY, black/white piping	1	Complete Deluxe
	SAA2004	SEAT ASSEMBLY, black/black piping	1	Roadster
	SAA2011	SEAT ASSEMBLY, black/black piping	1	Complete Deluxe
	SAA2005	SEAT ASSEMBLY, red/red piping	1	Roadster
	SAA2012	SEAT ASSEMBLY, red/red piping	1	Complete Deluxe

Seat Components

ill	Part Number	Description	Req.	Details
1	AHH5511K*	SEAT SLIDE, (pair), LH seat	1	
	AHH5512K*	SEAT SLIDE, (pair), RH seat	1	
	GBK2112X*	SEAT SLIDE INSTALLATION KIT	1	
2	AFH2607*	BASE, LH	1	] (plywood, with riser & screen)
	AFH2606*	BASE, RH	1	
3	AFH5805*	SEAT FOAM, bottom, LH	1	] roadster & coupe
	AFH5804*	SEAT FOAM, bottom, RH	1	
	SFA2005	PAD, seat back	2	
	SFA2004*	SEAT FOAM SET	1	competition seats
	SBB2001*	SEAT SQUAB BACKBOARD	2	roadster & coupe
	SFA2001	SEAT FRAME, RH	1	] roadster
	SFA2002	SEAT FRAME, LH	1	

*Note: These items are for 'standard' roadster & coupe seats only. They do not fit the competition De Luxe seat.

GBK2111X	PANEL SCREW SET	1	
	(A complete set of original type screws (50 x AD604043) & washers (50 x FWP106) for installing door & trim panels (included in all of our panel kits).		

Seat Belts

The replacement belts come with fittings and are sold individually.

Note: Only the MGA 1622cc MkII had provision for captive nuts to mount seat belts. Please contact your local Moss branch for full details.

SBS300/30RED	MODERN STATIC STALK TYPE, red	1	each
SBS300/30	MODERN STATIC STALK TYPE, black	1	each
SBS514/30RED	TWIN RELEASE BUCKLE, red	1	each
SBS514/30	TWIN RELEASE BUCKLE, black	1	each
AKF1646B	PERIOD STYLE BELT	1	each
TT7968	REINFORCING PLATES	1	pair
TT7969	BOLTS & SPACERS	1	car set

Carpet Kits

Our high quality, hard wearing carpet kits are carefully patterned and cut to ensure a proper fit with ease of installation, these Moss made carpet sets include the correct rubber heel mat, all necessary studs, snaps, and edge binding where original.

Note: Carpet sets manufactured from 80/20 wool/synthetic material are available to special order.

Main Carpet Set

CSA2001	MAIN CARPET SET, black	1	Roadster & Coupe, RHD
CSR2001	MAIN CARPET SET, red	1	Roadster & Coupe, RHD
CSA2003	MAIN CARPET SET, black	1	Roadster & Coupe, LHD
CSR2003	MAIN CARPET SET, red	1	Roadster & Coupe, LHD

Heel Mat - Rubber

CRM2001X	HEEL MAT, rubber	1	all models
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Rear Carpet Set

CSA2005	REAR CARPET SET, black	1	Roadster
CSR2005	REAR CARPET SET, red	1	Roadster
CSA2007	REAR CARPET SET, black	1	Coupe
CSR2007	REAR CARPET SET, red	1	Coupe

Boot Carpet Set

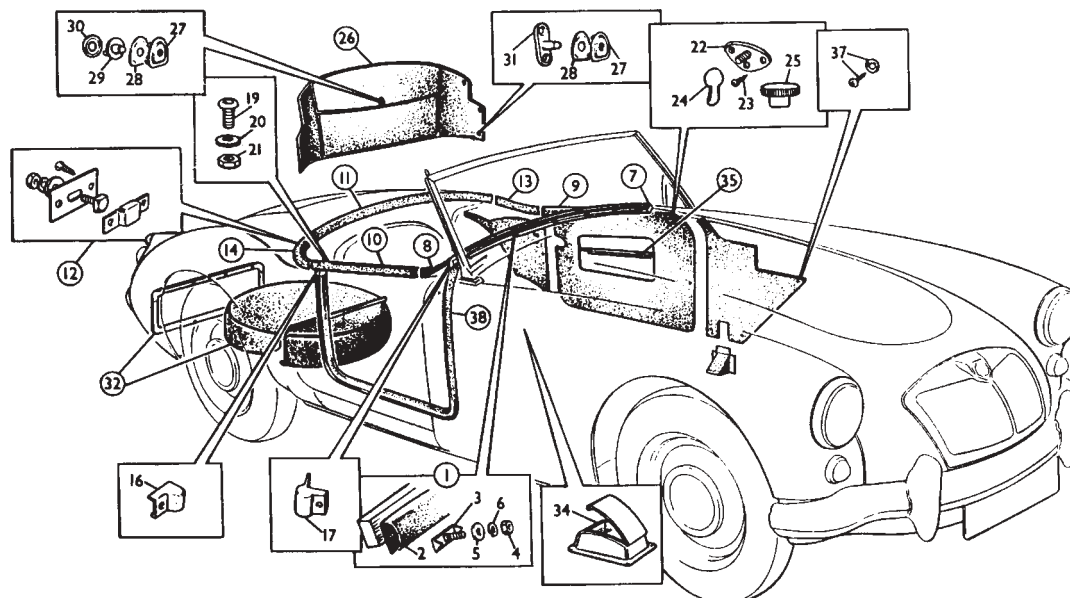
CSA2009	BOOT CARPET SET, black	1	Roadster & Coupe
CSR2009	BOOT CARPET SET, red	1	Roadster & Coupe

Spare Tyre Cover

AFH2571/2	SPARE TYRE COVER, black	1	Roadsters & 1500cc Coupe
AFH2573/2S	SPARE TYRE COVER, red	1	Roadsters & 1500cc Coupe
AFH6656	SPARE TYRE COVER, black	1	1600cc & MkII Coupe
AFH6656R	SPARE TYRE COVER, red	1	1600cc & MkII Coupe

Carpet Fittings

552650	SOCKET, 'Lift-the-dot'	16	
552651	CLINCH PLATE,	16	for 'Lift-the-dot' socket
552667	PEG, 'Lift-the-dot'	12	for wood panels
97H717X	PEG, 'Lift-the-dot'	4	for steel panels
WL700101	WASHER, locking, (for 97H717X)	4	
GHF206	NUT, (for 97H717X)	4	



Cockpit Trim Panel Kits

Deluxe Panel Kits: Made as original from durable vinyl, the deluxe kit includes two front kick panels, two front chassis covers, two door panels, two assembled door pockets for the roadsters and two rear kick panels. The kit also includes sufficient leather, vinyl and piping to cover all door and cockpit rails, and 1600cc MkII and coupe dashboards, and black vinyl to cover MkII and coupe scuttle panels (between dash and windscreen). For a free sample of the materials please contact your local Moss branch.

Basic Panel Kits: While not as complete as our deluxe kits, these budget kits (for roadsters only) are made to the same quality. These kits include two door panels, two front kick panels, two front chassis covers that are fully finished and ready to install. The kit also includes sufficient vinyl and piping to cover all cockpit rails, late vinyl-covered dashboards and existing door pockets.

Vinyl Trim Panel Kits

Part Number	Description	Req.	Details
TKA2007	TRIM PANEL KIT, black/white piping	1	vinyl, Roadster Deluxe Kit
TKA2003	TRIM PANEL KIT, black/white piping	1	vinyl, Roadster Basic Kit
TKA2011	TRIM PANEL KIT, black/white piping	1	vinyl, Coupe Deluxe Kit
TKA2005	TRIM PANEL KIT, black/black piping	1	vinyl, Roadster Deluxe Kit
TKA2001	TRIM PANEL KIT, black/black piping	1	vinyl, Roadster Basic Kit
TKA2009	TRIM PANEL KIT, black/black piping	1	vinyl, Coupe Deluxe Kit
TKA2006	TRIM PANEL KIT, red/red piping	1	vinyl, Roadster Deluxe Kit
TKA2002	TRIM PANEL KIT, red/red piping	1	vinyl, Roadster Basic Kit
TKA2010	TRIM PANEL KIT, red/red piping	1	vinyl, Coupe Deluxe Kit

Cockpit Fittings

1	AFH2555K	FRONT RAIL, uncovered	1	rubber, hardware, end caps
2	AFH2555X	RUBBER STRIP	1	
3	AFH1900	'T' BOLT	6	
4	GHF206	NUT	6	
5	PWZ203	WASHER, plain	6	
6	WL700101	WASHER, locking	6	
7	AFH2557X	DOOR CORNER RAIL, LH	1	aluminium
8	AFH2556X	DOOR CORNER RAIL, RH	1	
9	AFH2557	DOOR TOP RAIL, LH	1	wood
10	AFH2556	DOOR TOP RAIL, RH	1	
11	AFH2566	REAR COCKPIT RAIL	1	
12	GBK2106X	HARDWARE SET, rear rail	1	
	AFH2110K	HARDWARE SET, door rails,	2	item 20 not included
13	AFH2559	REAR CORNER RAIL, LH	1	aluminium
14	AFH2558	REAR CORNER RAIL, RH	1	
	AFH2574-7	DOOR SEAL FINISHER SET	1	chrome
16	AFH2576*	FINISHER, RH, rear	1	
	AFH2577*	FINISHER, LH, rear	1	
17	AFH2574	FINISHER, RH, front	1	
	AFH2575	FINISHER, LH, front	1	
	AB606053	SCREW, chrome, finisher	8	

*Note: The rear door seal finishers supplied are the type used prior to car number 101292 (ie. the last 7800 cars). Although the late finishers are not available, the early ones may be easily trimmed to match them.

19	AFH1744	SOCKET, side screen	2
20	AFH2579	WASHER	2
21	NT608041	NUT, for socket	2
22	AAA5154	PLATE, side screen	2
23	AD608053	SCREW	6
24	MB19331	NUT, side screen	2
25	AFH6620	NUT, side screen	2

Side Screen Stowage Bags

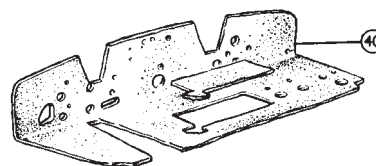
Completely pre-cut & sewn ready for simple installation behind the seats. Order the colour to match your interior, tan, red or black.

Note: These stowage bags are not included in the combination upholstery kits.

26	AFH5898	STOWAGE BAG, black	1	1500cc & 1600cc to (c)78249
	AFH2570	STOWAGE BAG, red	1	
	AFH6715	STOWAGE BAG, tan	1	
	AFH6856	STOWAGE BAG, black	1	1600cc from (c)78250, & MkII
	AFH6854	STOWAGE BAG, red	1	
	AFH6855	STOWAGE BAG, tan	1	
27	552650	FASTENER, 'Lift the Dot'	7	
28	552651	CLINCH PLATE	7	
29	7H9964	PRONGED CLINCH	1	
30	7H9960	PLATE CLINCH	1	
31	LFP116	STUD, flanged	6	
32	AFH2571/2	SPARE TYRE COVER, black	1	all roadsters & 1500cc coupes
	AFH2573/2	SPARE TYRE COVER, red	1	
	AFH5786/2	SPARE TYRE COVER, grey	1	1600cc & MkII coupes
	AFH6656	SPARE TYRE COVER, black	1	
	AFH6656R	SPARE TYRE COVER, red	1	
	AFH6655	SPARE TYRE COVER, grey	1	
33	AFH1731	FRAME, (spare wheel cover)	1	
34	AHH7061	ASHTRAY	1	original factory option
35	AFH1899	STIFFENER, door panel	2	

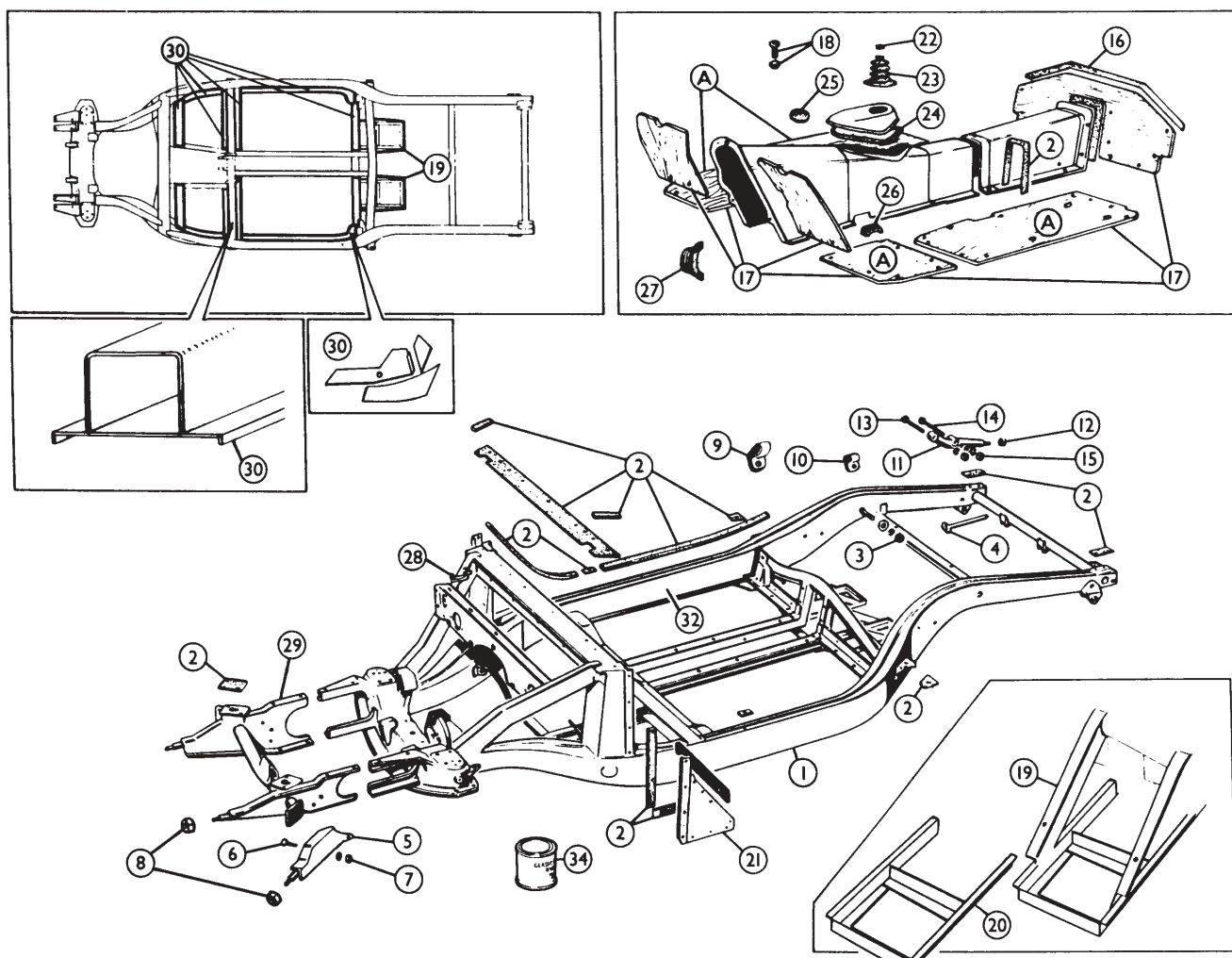
(These stiffener bars should be painted to match the door panels. They're often missing, but are necessary to properly support the door panels).

37	GBK2111X	SCREW SET, door & trim panels,	1	(Includes 50 chrome screws & 50 chrome cup washers).
38	724031M	DOOR SEAL, black velour/rubber	a/r	replacement type
	DER5001M	DOOR SEAL, red velour/rubber	a/r	sold per metre
	KGA817M	DOOR SEAL, black plastic/rubber	a/r	sold per metre



40	AFH5596	UNDER DASH PAD SET	1	coupe, RHD
	AFH5597	UNDER DASH PAD SET	1	coupe, LHD

This reproduction of the original coupe sound-deadener pads fit roadsters as well. Not only does it reduce cockpit engine noise, but it helps insulate against excess heat in the footwells. Makes motoring in your MGA much more comfortable.



MGA 'Sequential' Body Assembly

The sequential assembly of the MGA afforded simplicity and economy of effort in construction. Recalling how the car was assembled at the factory will be of great help when you attempt to take it apart and re-assemble it. The MGA line moved at the rate required to carry out the assembly correctly. There was a minimum of hurry, although the workers were able to assemble several hundred cars a week. MGA components were first built into sub-assemblies in side bays and 'hung' on the chassis as complete units. Engines, rear ends and interiors rapidly came together to make an MGA which was then driven off the line. Each car was inspected thoroughly before being consigned to a shipment. If you attempt to subvert the sequential system while working on your MGA it can cause problems. Don't fight it. Remember that one layer of parts removed will reveal another layer, and parts have to be disassembled in proper order.

Chassis

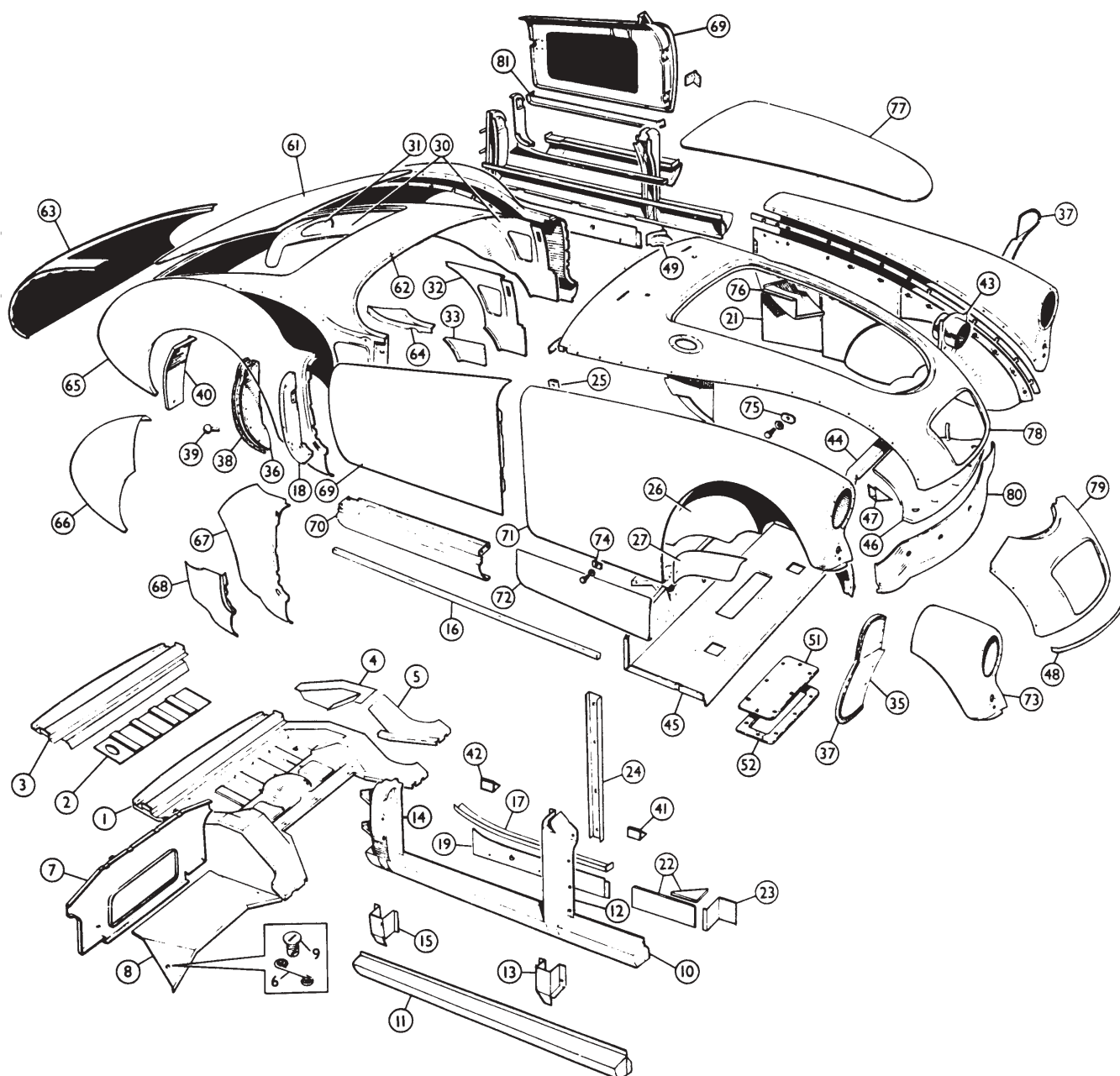
ill	Part Number	Description	Req.	Details
1	AHH5002E	CHASSIS, reconditioned	1	1500cc
	AHH5950E	CHASSIS, reconditioned	1	1600cc
	AHH6131E	CHASSIS, reconditioned	1	1600cc MkII
	AHH5708E	CHASSIS, reconditioned	1	Twin Cam & De Luxe

Chassis condition is a determining factor in deciding how far to go with your restoration. Most of the rust damage will occur on the passenger side of the car from the footwell to the rear support tube. A seriously rusted chassis will be completely perforated or have large sections completely missing in this area. Moss chassis repair sections will enable you to repair most chassis problems yourself. Cut away the remaining damaged metal and clamp the repair parts in place. Tack weld and trial fit an entire section before any final welding is carried out. To avoid warping, weld the rails at 2" to 4" intervals working from the centre of the piece.

2	AHH5177K*	PACKING SET, body mounting	1	1500cc, 1600cc, MkII (28 pieces, complete)
3	GHF202	NUT, rear, rebound strap	2	
4	2K6640	STRAP, tail lamp cable	2	
5	AHH5140	BRACKET, bumper, front, LH	1	
	AHH5139	BRACKET, bumper, front, RH	1	
6	GHF120	BOLT	6	

7	GHF201	NUT	6	
8	GHF204	NUT, front bumper to chassis	4	
9	AHH5248	CLIP, battery cable & loom	6	
10	PCR407	CLIP, tail lamp loom	2	
11	AHH5094	BRACKET, bumper, rear, LH	1	
	AHH5093	BRACKET, bumper, rear, RH	1	
12	GHF204	NUT, bumper brackets	2	
13	HBZ730	BOLT, bracket to chassis	2	forward
14	BH607321	BOLT, bracket to chassis	2	rearward
15	GHF203	NUT, bracket to chassis	4	
16	AHH5455	SEAL, rear ramp	1	
17	AHH5262C	FLOORBOARD SET, (7), (complete)	1	1500cc to (c)61503
	AHH5817C	FLOORBOARD SET, (7), (complete)	1	1500cc from (c)61504, 1600cc, 1600cc MkII, Twin Cam, De Luxe
	AHH5205C	MAIN FLOORBOARD SET, (4)	1	inc. items marked 'A' in illustration
18	GBK2107X	SCREW & WASHER SET	1	floorboard
19	AHH6131/1	BRACKET, battery, RH	1	easily welded
	AHH6131/2	BRACKET, battery, LH	1	to chassis
20	AHH6131B	BOTTOM CRADLE, battery	2	
21	AHH5344	COVER PLATE, LH	1	
	AHH5343	COVER PLATE, RH	1	
22	AHH5388	RING, gear lever boot top	1	
23	14A1468*	BOOT, gear lever	1	
24	AHH5815X	GASKET	1	
25	ACA5300*	PLUG, dipstick hole	1	
26	AHH5194	BUFFER	2	
27	AHH5838	COVER, starter drive	1	1500cc from (c)61504, 1600cc & MkII
28	AHH5002X	BRACKET, starter switch	1	
29	AHH5924	EXTENSION, front chassis	1	
30	AHH6131/3	FLOORBOARD RAIL REPAIR SET	1	
32	AHH6131/7	REPAIR PANEL, side of chassis	2	
34	CCCB1BR	CHASSIS PAINT, black enamel	a/r	500ml

*Note: See 'Front Body Fittings' on page 46 to 47 and 'Rear Body Fittings' on page 48.



Body Panels

About our Body Panels

In the days when MGA's were in production, the highly sophisticated and technically accurate production processes involved in body-building currently in use, were no more than a twinkling in the eye of vehicle manufacturers. The production of body shell components was always inconsistent and thus one of the most important members of MGA production (and any other car for that matter) was the panel beater. His was the laborious task of making all the body shell components which did not fit perfectly together look as if they did. Without the panel beater, cars of that generation may have ended up looking somewhat surreal.

At our workshop we have successfully re-tooled and re-jigged a totally comprehensive range of traditionally hand built panels unparalleled in quality. Be warned however that our panels will fit your vehicle just as well as any genuine BMC panel which you may have stored in your garage or loft for years.

Remember, that to create that perfect fit a traditional panel beater has spent many years learning his trade. We strongly suggest that you try the panel on your MGA before painting and, if the panel does not fit perfectly, think very carefully before picking up that hammer. Please note that if you cut, tweak, paint, stand on, twist or otherwise adjust that panel, then you own it, irrevocably. No returns accepted, no refunds offered.

For Floorboard sets please refer to 'Chassis' on page 41.

ill	Part Number	Description	Req.	Details
1	AFH1874	FLOOR Panel, boot	1	
2	AFH1874/5	REPAIR PANEL, boot centre	1	
3	AFH1874/7	REPAIR PANEL, boot rear	1	
4	AFH1874/4	REPAIR PANEL, LH, centre side	1	
	AFH1874/3	REPAIR PANEL, RH, centre side	1	
5	AFH1874/2	REPAIR PANEL, LH, front side	1	
	AFH1874/1	REPAIR PANEL, RH, front side	1	
6	7H9828	SPRING, retaining	2	
7	AFH1585	REAR BULKHEAD PANEL	1	all except 1600cc coupe
8	AFH1663	BATTERY COVER	1	1500cc & 1600cc
	AFH6866	BATTERY COVER	1	1600cc MkII
9	AHH7210	FASTENER, battery cover	2	
10	AFH1620	SILL & PILLAR, RH	1	} roadster
	AFH1621	SILL & PILLAR, LH	1	
	AFH3882	SILL & PILLAR, RH	1	} coupe
	AFH3883	SILL & PILLAR, LH	1	
11	AFH1620/2	INNER SILL, with end caps, RH	1	
	AFH1621/2	INNER SILL, with end caps, LH	1	
12	AFH1620/1	'A' post PILLAR, RH	1	
	AFH1621/1	'A' post PILLAR, LH	1	

*Note: These splash plates were fitted on roadsters from (c)29935 and all coupes. Although not original we recommend fitment to earlier cars for protection of the 'B' posts.

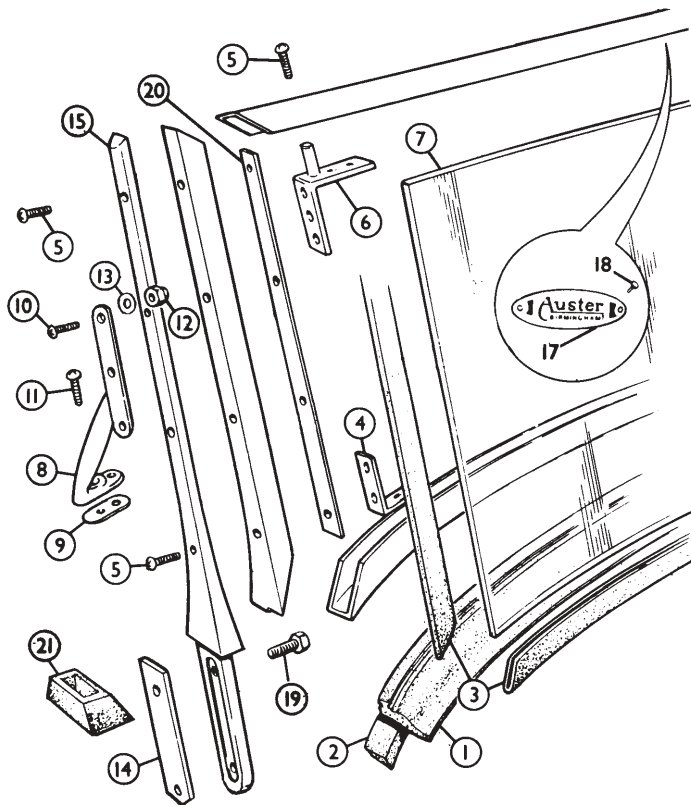
MGA bonnets changed subtly over the production period of the cars. Two lengths were made, 47 7/8" and 48 3/8". This could be the reason that you're having so much trouble fitting the bonnet on your car. The bonnet shape was changed to accommodate the Twin Cam camshaft cover which was higher than the push rod rocker box. There is a noticeable bump in the middle of these bonnets. When removing or installing a bonnet, put a carpet scrap or similar pad at the rear of the bonnet. This will prevent the bonnet from sliding off its hinges and scraping across the scuttle paint. It is a good idea to make sure that the bonnet catch is adjusted and working perfectly before the grill is mounted. If the bonnet sticks, the only way to get it up is to pry at the lip with a screwdriver, or go in through your new grille!

78	AFH1520	FRONT SHROUD	1	roadster
79	AFH1520/1	REPAIR PANEL, front shroud	1	
80	AFH1896	FRONT VALANCE, steel	1	
	AFH1896F	FRONT VALANCE, fibre-glass	1	
	GBK2110X	FITTING KIT, front valance	1	
81	AFH1666/2	REPAIR SECTION, inner door, RH	1	} roadster
	AFH1667/2	REPAIR SECTION, inner door, LH	1	
	AFH4806/2	REPAIR SECTION, inner door, RH	1	} coupe
	AFH4807/2	REPAIR SECTION, inner door, LH	1	

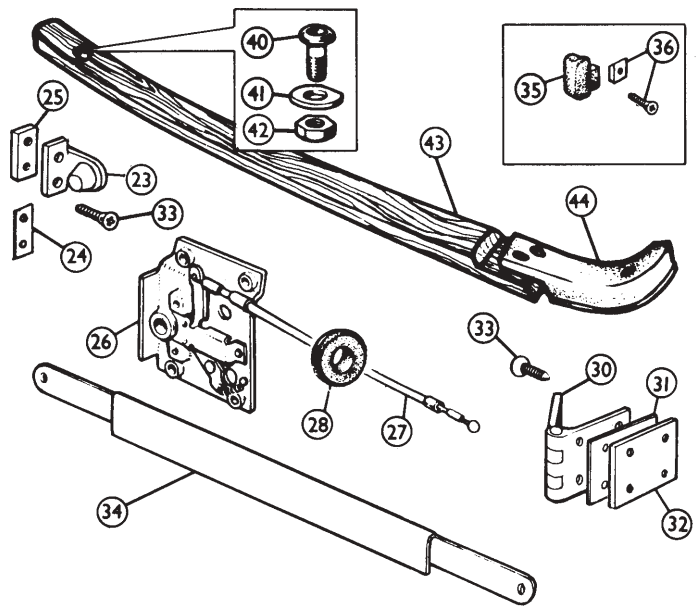
If your MGA roadster has suffered from that dreaded rust bug and you are now contemplating a expensive full body shell restoration, then we have the answer. We can offer fully reconditioned original shells, rebuilt in our own workshops. These body shells (normally roadster, but coupe can be catered for) often imported from warmer/drier climates, are shot-blasted before having all sub-standard body work replaced. Since each body shell is unique the restoration costs vary. Consequently prices of the restored shells can only be supplied on application but are invariably at a lower cost than a fully rebuilt shell.

To ensure a sound fit and to provide greater satisfaction for the owner we prefer to align the body shell ourselves onto the chassis for which it is destined.

AFH7490	BODY SHELL, complete	1] roadster only
AFH7490E	BODY SHELL, reconditioned	1	



Windscreen



Door Fittings

Windscreen (Roadster)

For Coupe Models please refer to page 45.

Ill	Part Number	Description	Req.	Details
	AFH6769E	WINDSCREEN FRAME	1	re-chromed/exchange
1	AFH1721*	SEAL, under windscreen	1	
	704126	SEAL, under windscreen	1	alternative
2	AFH2868	PACKING, windscreen ends	2	(5" long)
3	AFH1724	GLAZING RUBBER	1	
4	AFH1715	BRACKET, lower corner	2	
5	GBK2104X	SCREW SET, complete	1	windscreen frame
6	AFH2630	BRACKET, RH	1	
	AFH2631	BRACKET, LH	1	
7	AFH1720	WINDSCREEN GLASS	1	
8	AFH1722	GRAB HANDLE, RH	1	
	AFH1723	GRAB HANDLE, LH	1	
9	AFH1687	PACKING, grab handle	2	
10	CMP307	SCREW, grab handle to frame	6	
11	RMP316	SCREW, grab handle to body	4	included in item no. 5
12	AFH2809	DOVE NUT, grab handle	6	
13	PWZ203	WASHER, plain	6	
14	AFH2547	PACKING, windscreen post	a/r	
15	AFH1718	WINDSCREEN POST, RH	1	
	AFH1719	WINDSCREEN POST, LH	1	
17	CRCP329	AUSTER BADGE, windscreen	1	
18	FAS1	DRIVE RIVETS, nameplate	2	
19	BH606101	BOLT, post to body	4	
20	AFH1714	TAPPING PLATE, windscreen	2	
21	AFH1726*	GROMMET, windscreen post	2	

*Note: See 'Front Body Fittings' on page 46/47.

Installing a Windscreen & Frame

One of the most familiar characteristics of the MGA is the small diagonal crack at the corner of the windscreen. This can be avoided, if upon installation, the mounting bolts are tightened up a little at a time. Work from side to side so the brackets are drawn up equally.

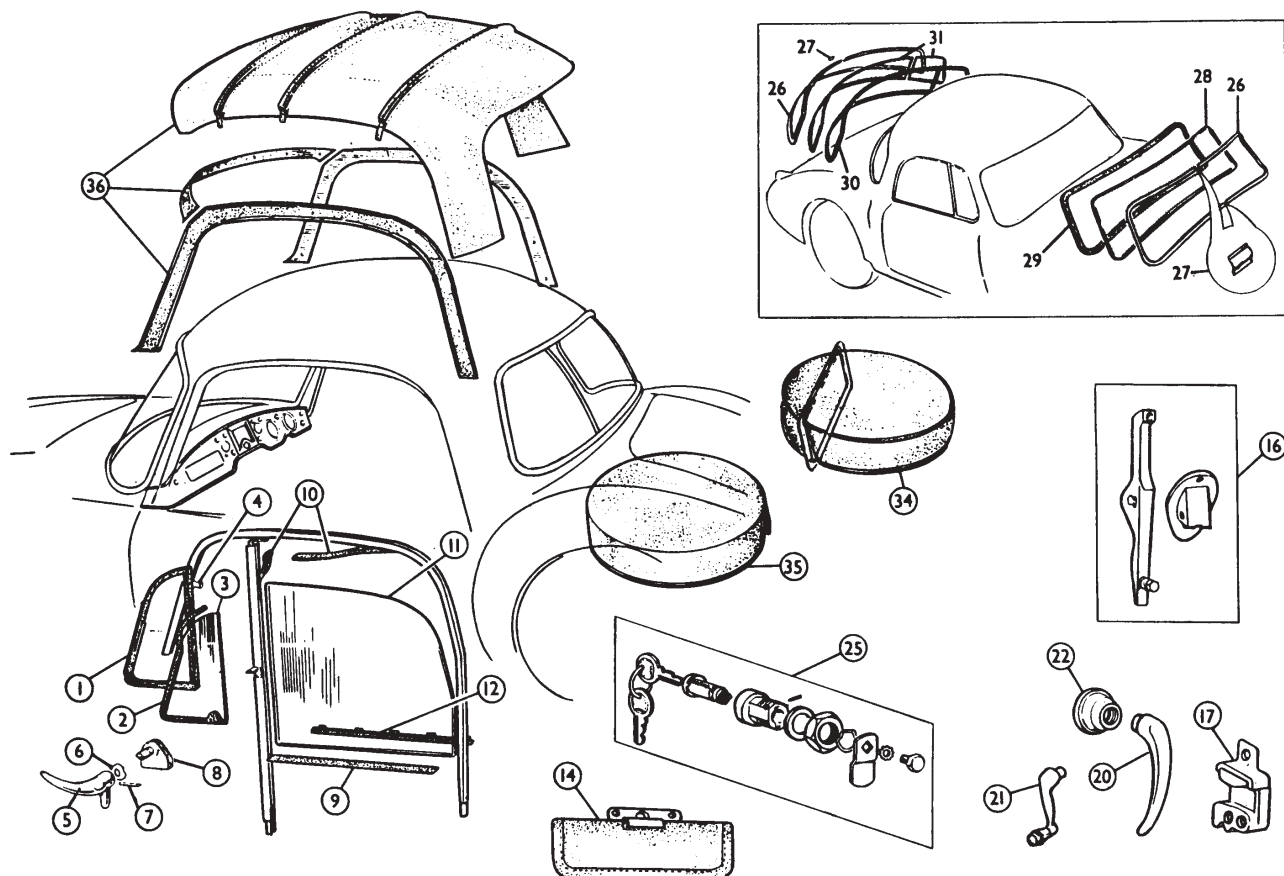
The amount of packing required varies from car to car, especially if any crash repair has been carried out. Plan on replacing the screw set & corner brackets. These screws are BA thread and have usually been replaced with something else which damages the brackets. Rust attacks the lower brackets, while the upper are prone to cracking and should be carefully inspected.

Door Fittings (Roadster)

For Coupe Models please refer to page 45.

23	AFH1684	STRIKER PLATE	2	
24	14A4673	SHIM, striker plate	a/r	
25	HZA368	TAPPING PLATE	2	
26	AFH1682	DOOR LATCH, RH	1	
	AFH1683	DOOR LATCH, LH	1	
27	7H9958	CABLE, door pull	2	
28	RFN110	GROMMET, door pocket	2	
30	AFH5832	DOOR HINGE	4	
31	AFH5827	PACKING SHIM, door hinge	a/r	
32	AFH1464	TAPPING PLATE, door hinge	4	
33	SF604061	SCREW, hinge & striker plate	36	
	PWZ204	WASHER, plain	16	
	GHF331	WASHER, locking	16	
	GHF200	NUT	16	
34	AFH1899	STIFFENER BAR, door panel	2	
35	AHH6273*	DOOR BUFFER	4	
36	AHH6273K	TAPPING PLATE & SCREW KIT	4	securing door buffers
40	AFH1744	SOCKET, side screen	2	
41	AFH2579	WASHER	2	
42	NT608041	NUT for socket	2	
43	AFH2556	DOOR TOP RAIL, RH	1	wood
	AFH2557	DOOR TOP RAIL, LH	1	
44	AFH2556X	DOOR CORNER RAIL, RH	1	aluminium
	AFH2557X	DOOR CORNER RAIL, LH	1	

*Note: Included in body rubber sets listed on pages 47.



Coupe

The sequential assembly of the MGA afforded simplicity and economy of effort in construction. Recalling how the car was assembled at the factory will be of great help when you attempt to take it apart and re-assemble it.

The MGA line moved at the rate required to carry out the assembly correctly. There was a minimum of hurry, although the workers were able to assemble several hundred cars a week. MGA components were first built into sub-assemblies in side bays and 'hung' on the chassis as complete units.

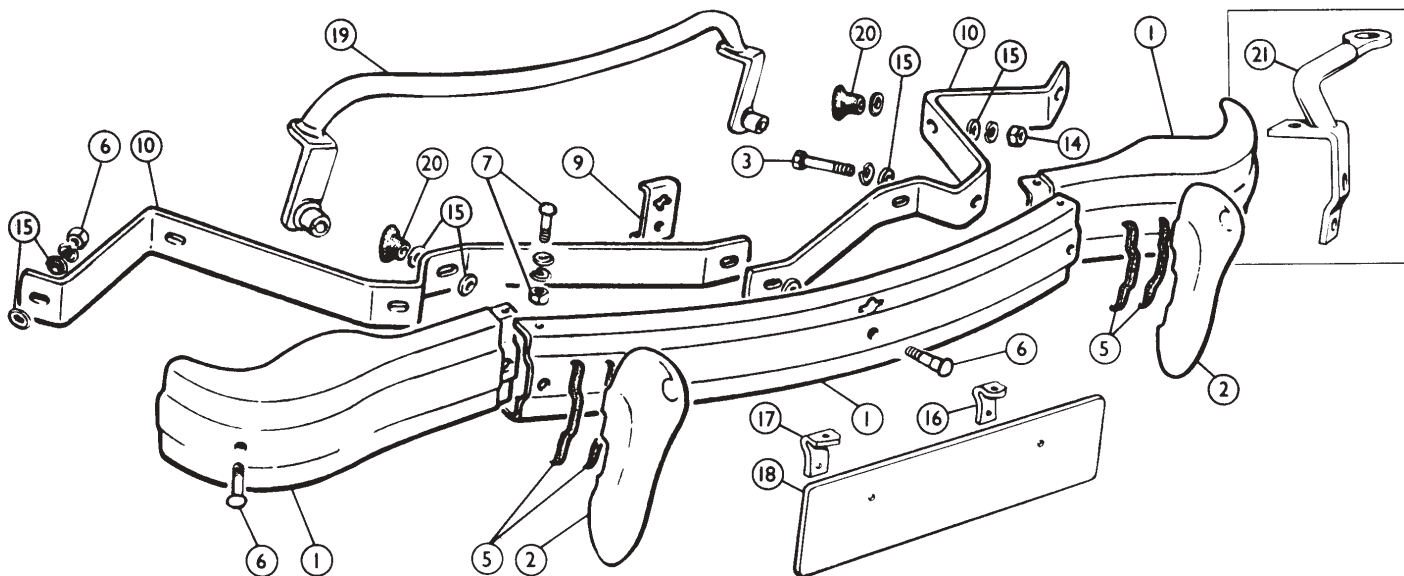
Engines, rear ends and interiors rapidly came together to make an MGA which was then driven off the line. Each car was inspected thoroughly before being consigned to a shipment. If you attempt to subvert the sequential system while working on your MGA it can cause problems. Don't fight it. Remember that one layer of parts removed will reveal another layer, and parts have to be disassembled in proper order.

Specific Body Fittings (Coupe)

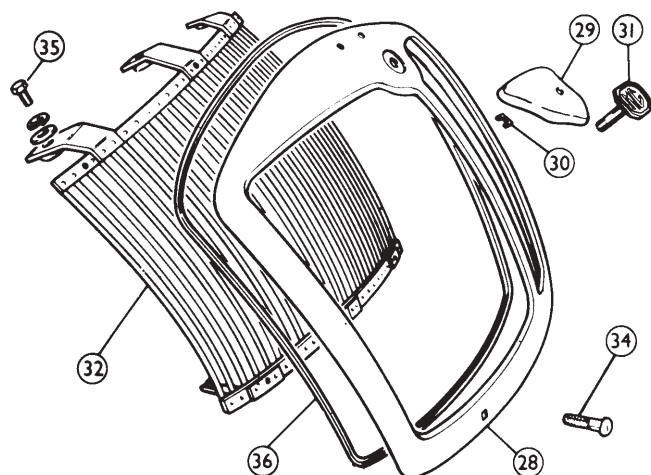
ill	Part Number	Description	Req.	Details
1	AFH4870†	SEAL, vent window, RH	1	
	AFH4871†	SEAL, vent window, LH	1	
2	AFH4874	GLAZING RUBBER, vent windows	1	for 2 windows
3	AFH4847	VENT WINDOW GLASS	2	
4	AFH4858/1	HINGE, vent window, LH	1	
	AFH4859/1	HINGE, vent window, RH	1	
5	AFH6532	HANDLE, vent window, RH	1	
	AFH6533	HANDLE, vent window, LH	1	
6	AHA7473	WASHER, anti-rattle	2	
7	AHA7474	PIN, handle retaining	2	
8	AFH6531	PIVOT, vent window handle	2	
9	AFH4456	GLAZING RUBBER	2	door windows
10	AFH4862K	FELT STRIP SET, glass channel	1	for 2 windows
11	AFH4453	DOOR GLASS	2	
12	AFH4455	BRUSH SEAL, door window	2	
14	AHH5710A	SUN VISOR, black	1/2	superb reproductions of factory options
	AHH5710W	SUN VISOR, white	1/2	
16	AFH3796	DOOR HANDLE, exterior (2 piece units, they must be assembled with original pivot pin & spring)	2	with escutcheon
17	AFH3896	STRIKER, RH	1	
	AFH3897	STRIKER, LH	1	
20	ADH5482	DOOR HANDLE, interior	2	original type
	ADG1673	DOOR HANDLE, interior	2	replacement (This is an excellent replacement handle of proper size & shape).

21	ADH5481	HANDLE, window regulator	2	
22	ADB709	ESCUTCHEON,	4	window & door handles
25	AFH3893	DOOR LOCK, with 2 keys	1	driver's door only
26	AFH3838/9	TRIM, windscreen/rear window	2	
(One length per window. Looks and fits like original when installed, but is a flexible chrome-coloured Mylar strip. For authenticity, cut in half and use two joiners (part no. AFH3778), as illustrated. Heat with an electric hair dryer to bend around corners).				
27	AFH3778	FINISHER, window trim	4	2 per window
28	AFH3830	WINDSCREEN	1	
29	AFH3831†	WINDSCREEN SEAL	1	
30	AFH3837†	WINDOW SEAL, rear	1	
31	AFH3884/6	REAR WINDOW GLASS SET	1	
34	AFH2571/2	SPARE TYRE COVER, black	1	} all roadsters & 1500cc coupes
	AFH2573/2	SPARE TYRE COVER, red	1	
	AFH5786/2	SPARE TYRE COVER, grey	1	
35	AFH6656	SPARE TYRE COVER, black	1	} 1600cc & MkII coupes
	AFH6656R	SPARE TYRE COVER, red	1	
	AFH6655	SPARE TYRE COVER, grey	1	
(Spare tyre covers listed here incorporate our wool blend carpeting. For complete listing see accessories catalogue).				
36	AFH4657W	HEADLINING KIT, white	1	
	AFH4657A	HEADLINING KIT, black	1	

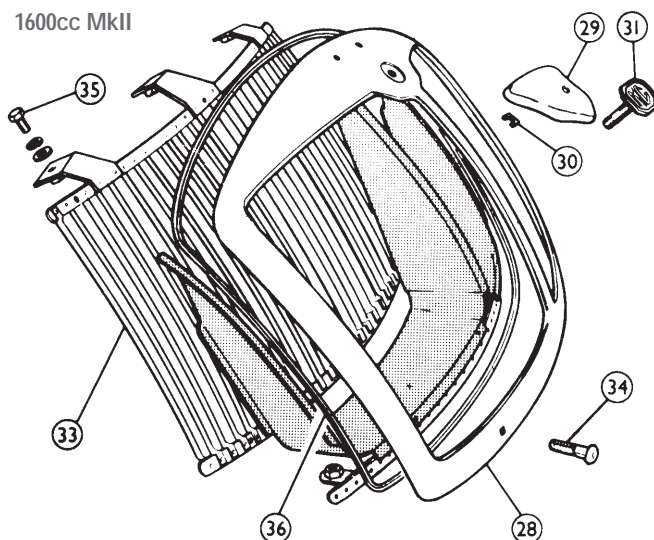
†Note: Items marked † Included in body rubber sets listed on pages 46 to 47 and on page 48.



1500cc & 1600cc



1600cc MkII



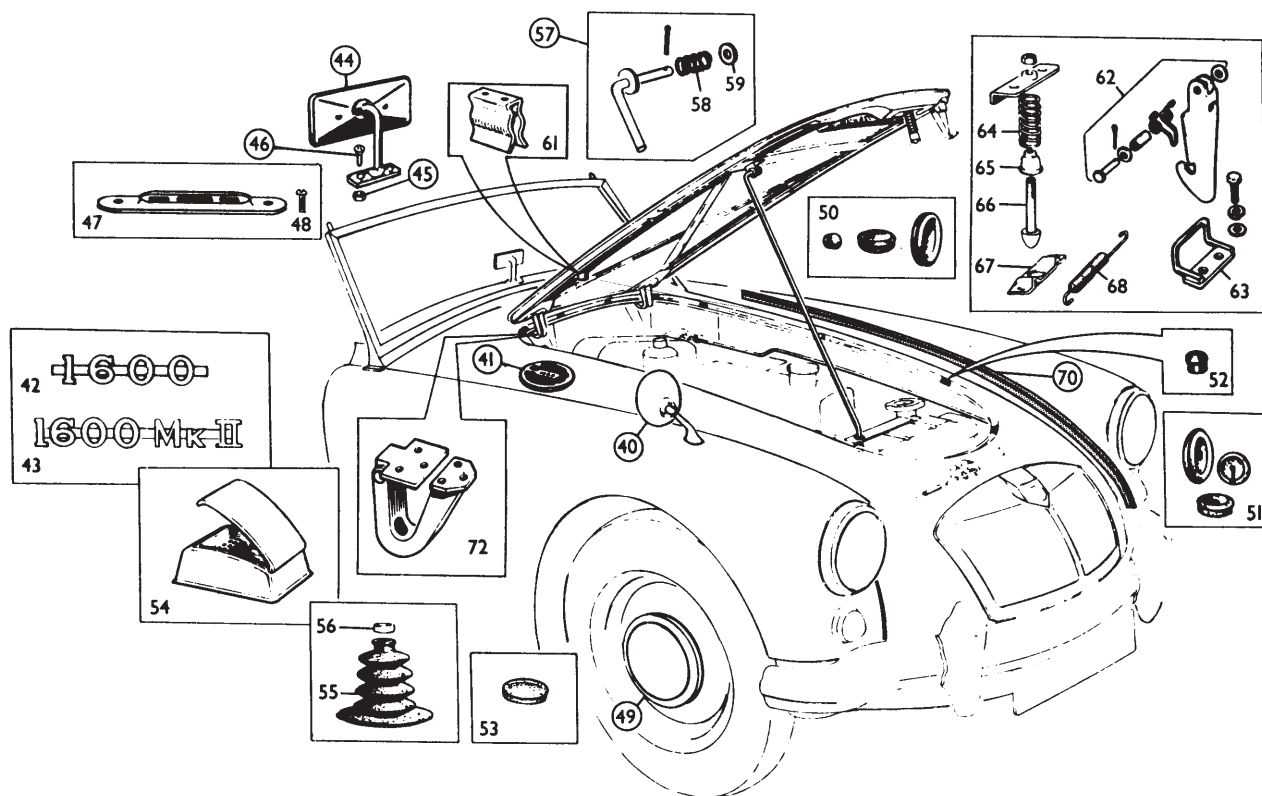
Front Bumper, Grille & Badge

Bill	Part Number	Description	Req.	Details
1	AHH5474C GBK2108X	BUMPER, front FASTENER KIT, front bumper (This is a 59 piece bumper mounting kit).	1 1	3 main sections
2	AHH5478	OVERRIDE	2	
3	BH606201	BOLT, override attaching	2	
5	552218 37H9817M	PACKING, override to bumper PACKING, override to bumper	4 a/r	sold by the metre
6	1G9872	BOLT & NUT, chrome	3	
7	1G9840	BOLT & NUT, chrome	2	behind overrides
9	AHH5477	BRACKET, hand crank	1	
10	AHH5476	MAIN SPRING BRACKETS	2	
14	GHF204	NUT, bumper to chassis	4	
15	PWZ208	WASHER, plain	8	

The MGA front bumper, with its complex arrangement of parts, is difficult to mount on the car without a lot of scratched paint and frustration. This is one of those jobs for which an assistant is needed (if only to make encouraging noises). Make sure that the body brackets and main spring brackets are not bent. If the spring brackets are, it is practical to buy new, (part no. AHH5476) as they are extremely hard to bend back into the proper shape.

Assemble the parts off the car, test fit and adjust any gaps before the unit is tightened up. A small jack may be needed to help adjust the bumper. Try to get the gap at the top equal across the front of the car, especially at the outer edges where the bumper wraps around the wing. Don't overlook the new rubber grommets & over-rider packings, (part no. AAA1645 & part no. 552218).

16	AHH5162	BRACKET, no plate, LH	1	
17	AHH5161	BRACKET, no plate, RH	1	
18	ALK3268	SUPPORT, number plate	1	mild steel
	ALK3268SS	SUPPORT, number plate	1	Stainless Steel
19	AHH5565	BADGE/GRILLE BAR	1	factory option
20	AAA1645	GROMMET	4	
21	AHH5521	BRACKET, lamps, RH	1	chrome, factory option, see Accessories for period lamps
	AHH5520	BRACKET, lamps, LH	1	
25	ARH52	SHELL & GRILLE, flat	1	1500cc & 1600cc
26	ARH154	SHELL & GRILLE, recessed	1	MkII
(Shell & grille assemblies include items 28 through 31, plus the correct grille (item 32 or 33), and grille-to-shell bolts & nuts).				
28	ARH901	SHELL, fits both grilles	1	
29	ARH902	FALSE NOSE	1	
30	PFS106	SPEED NUT, (false nose)	2	
31	ARH900	BADGE	1	
32	ARH883	GRILLE, flat	1	1500cc & 1600cc
33	ARH1700	GRILLE, recessed	1	MkII
34	ARH899	BOLT, grille to shell	2	
	GHF206	NUT	5	
35	SH604041	SCREW, grille to body	6	
36	AHH5179	GRILLE PIPING	1	original silver colour



Front Body Fittings

ill	Part Number	Description	Req.	Details
40	WM1904	WING MIRROR, RH, convex	1	} reproduction of round Lucas wing mirrors
	WM1905	WING MIRROR, LH, convex	1	
	WM1906	WING MIRROR, RH, flat	1	
	WM1907	WING MIRROR, LH, flat	1	
<p>Wing mirrors were a factory supplied/fitted accessory and were supplied in several styles, they were mounted wherever the owner wished. The Lucas style wing mirrors are most effective when mounted on the top of the wing just above the front axle. Some people have trouble seeing the driver side mirror if mounted closer to the screen. Try various locations before drilling any holes.</p>				
41	AHH5294	VENT GRILLE	2	
42	AHH5914	EMBLEM, 1600cc	3	} front deck & boot lid
43	AHH6083	EMBLEM, 1600cc MkII	3	
	GBK2105X	SPIRE CLIP SET, (24 speed nuts)	1	vent grille & emblem mtg.
44	AHH5198	MIRROR, dash mounting	1	
45	GHF206	NUT, dash mirror mounting	2	
46	RMP310	SCREW, dash mirror mounting	2	
47	AAA3496	FINISHER, defroster slot	2	
48	RTP804	SCREW, defroster slot finisher	4	
49	88G290	HUB CAP	4	steel wheels
50	GKS2002X	GROMMET SET, (33 pieces)	1	} bulkhead and heater box shelf area
51	GKS2003X	GROMMET SET, wiring	1	
52	AAA4598K	BONNET BUFFER SET	1	10 buffers with washers
	PMZ208	SCREW, bonnet buffer	10	
	NH806011	NUT, bonnet buffer	10	
53	ACA5300	TRANSMISSION COVER PLUG	1	
54	AHH7061	ASHTRAY, as original	1	factory option
55	14A1468	GAITER, gear lever	1	
56	AHH5388	RING, chrome	1	
57	AFH1755	PROP ROD	1	includes spring & washer
58	AAA2398	SPRING	1	
59	GHF301	WASHER, plain	1	

61	AHH5460	CLIP, prop rod	1	
62	14A366	SAFETY CATCH, bonnet	1	
63	AFH1767	BRACKET, safety catch	1	
64	FPQ10001	SPRING	1	
65	ADA458	CUP	1	
66	14A6586	PIN	1	
67	AAM1223	GUIDE PLATE	1	
68	ADA466	SPRING	1	
70	AFH1692C	WING PIPING SET, (for 4 wings)	1	original silver colour
	AFH1692CBM	WING PIPING, (for 4 wings)	a/r	black, alternative sold by the metre

Wing piping must be notched to fit around the wing bolts. Do not discard your original wing welt, use it as a pattern to notch the replacement.

72	AFH1514	HINGE, bonnet, RH	1	
	AFH1515	HINGE, bonnet, LH	1	
	AFH1514/5	HINGE SET, RH & LH	1	2 hinges
NI	53K126	SCREW, hinges	12	

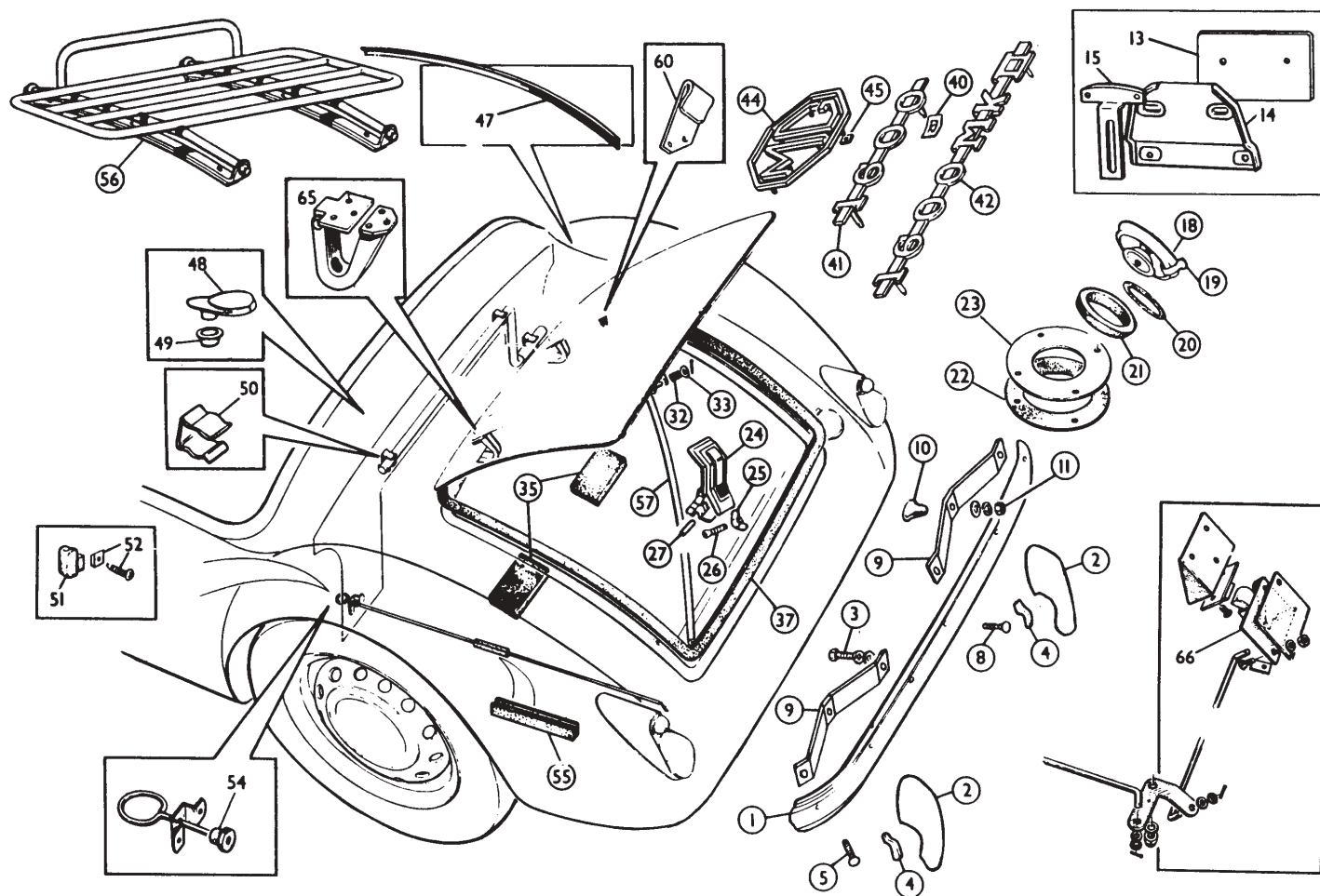
Body Rubber Sets

Save time & money! The following body rubber sets include virtually every rubber part needed to restore an MGA body, from headlamp seals to tail lamp pads, at considerable savings over total individual prices. See 'Rear Body Fittings' for detailed contents.

BRS2001X	BODY RUBBER SET	1	1500cc roadster
BRS2002X	BODY RUBBER SET	1	1500cc coupe
BRS2003X	BODY RUBBER SET	1	1600cc roadster
BRS2004X	BODY RUBBER SET	1	1600cc coupe
BRS2005X	BODY RUBBER SET	1	MkII roadster
BRS2006X	BODY RUBBER SET	1	MkII coupe

Body to Chassis Packings

AHH5177K	PACKING SET, (28 pieces)	1	body to chassis
(This Body to Chassis Packing set is not included in our body rubber sets).			



Rear Body Fittings

ill	Part Number	Description	Req.	Details
1	AHH5481 GBK2109X	BUMPER FACE BAR FASTENER KIT, rear bumper, (This is a 74 piece bumper mounting kit).	1 1	
2	AHH5478	OVERRIDE	2	
3	BH606161	BOLT, override attaching	2	
4	552218	PACKING, override to bumper	4	
	37H9817M	PACKING, override to bumper	a/r	sold by the metre
5	1G9872	BOLT & NUT, chrome	2	
8	AHH5485	BOLT & NUT, chrome	2	centre of bumper
9	AHH5482	MAIN SPRING BRACKET	2	
10	AAA1645	GROMMET	2	
11	GHF204	NUT	2	
13	ALK3268	BACKING PLATE, number plate	1	RHD U.K. specification mild steel RHD U.K. specification Stainless steel LHD U.S. specification
	ALK3268SS	BACKING PLATE, number plate	1	
	AHA5211	BACKING PLATE, number plate	1	
14	AHH5151	MAIN BRACKET, number plate	1	
15	AAA2179	LAMP BRACKET	1	
18	ACH5781	FUEL CAP	1	
19	97H474	'LIFT' LEVER, fuel cap	1	
20	ACH5850	SEAL, top of filler neck	1	
21	ACH5780	FERRULE, filler pipe to body	1	
22	AHH5260	SEAL, filler neck, on boot floor	1	
23	AHH5259	CLAMPING PLATE	1	
24	H7336	CLAMP, spare tyre	1	
25	AHH5351	WING NUT	1	
26	AHH5349	BOLT	1	
27	AHH5350	PIN, pivot	1	
32	AAA2398	SPRING	1	
33	GHF301	WASHER, plain	1	
35	AHH5459K	PACKING, felt, spare wheel, (pair)	1	
37	AFH1753	BOOT SEAL	1	
40	GBK2105X	SPIRE CLIP SET, (24 pieces)	1	emblem & vent grille mtg.
41	AHH5914	EMBLEM, '1600cc'	3	boot lid & front deck
42	AHH6083	EMBLEM, '1600cc MkII'	3	
43	AHH5729	EMBLEM, 'TWIN CAM'	3	
44	AHH5261C	'MG' EMBLEM SET,	1	3 piece with speed nuts
45	PFS103	SPEED NUT, for emblem	13	
47	AFH1692C AFH1692BH	WING PIPING SET, (for 4 wings) WING PIPING, (for 4 wings)	1 a/r	original Silver colour black, alternative sold by the metre

Wing pipping must be notched to fit around the wing bolts. Do not discard your original wing welt, use it as a pattern to notch the replacement.

48	14B1730	RETAINER, chrome	2	
49	AAAS130	WASHER, cup	2	
50	ADB4825	CLIP, hand crank	3	
51	AHH6273	DOOR BUFFER	4/2	Coupe
52	AHH6273K	TAPPING PLATE & SCREW KIT	4/2	uses 2
54	AAA1881	FERRULE, boot lid release rod	1	
55	AFH1789	CHANNEL, release rod	1	
56	AHH5495	LUGGAGE RACK	1	] repro of factory style for factory luggage rack
	AHH5495SS	LUGGAGE RACK, stainless steel	1	
	PMP514	SCREW, chrome	6	
57	AFH1756	ROD, boot lid	1	
60	AAA1524	CLIP, boot lid rod	1	
65	AFH1515	HINGE, boot, LH	1	
	AFH1514	HINGE, boot, RH	1	
	AFH1514/5	HINGE SET, RH & LH	1	2 hinges
NI	53K126	SCREW, hinges	12	
66	AFH1519	BOOT LOCK	1	

Save time & money! The following body rubber sets include virtually every rubber part needed to restore an MGA body, from headlamp seals to tail lamp pads, at considerable savings over total individual prices.

BRS2001X	BODY RUBBER SET	1	1500cc roadster
BRS2002X	BODY RUBBER SET	1	1500cc coupe
BRS2003X	BODY RUBBER SET	1	1600cc roadster
BRS2004X	BODY RUBBER SET	1	1600cc coupe
BRS2005X	BODY RUBBER SET	1	MkII roadster
BRS2006X	BODY RUBBER SET	1	MkII coupe
3H2962	SEAL, headlamp rim	2	
3H1031	PAD, headlamp to wing	2	
57H5368	PAD, number plate lamp	1	
AHH6273	DOOR BUFFER	4/2	coupe uses 2
AHH5101	EXCLUDER, pedal	1	
AFH1753	BOOT SEAL	1	
14A1468	GAITER, gear lever	1	
ACH5780	FERRULE, around filler neck	1	
GPR105A	PAD, accelerator pedal	1	
AAA1645	GROMMET, bumper mounting	6	
AHH5100	PEDAL PAD, brake & clutch	2	
AFH1692C	WING PIPING, 4 wings	1	
AHH5179	GRILLE PIPING, shell to body	1	
AAA4598K	BONNET BUFFER SET, 10 buffer	1	
AFH1721	SEAL, windscreen to body	1	] roadster
AFH1726	GROMMET, windscreen post	2	
AFH3831	WINDSCREEN SEAL, front	1	] coupe
AFH3837	WINDOW SEAL, rear	1	
AFH4870	VENT WINDOW SEAL, RH	1	
AFH4871	VENT WINDOW SEAL, LH	1	
17H5309	MOUNTING RING, park lamp	2	] 1500cc
17H5305K	SEAL SET, parking lamp lens	1	
AHH5505	PAD, rear lamp mounting	2	
AJA5071	PAD, rear lamp lens	2	] 1500cc & 1600cc
AJA5073	PAD, rear lamp socket base	2	
AHH5918	PAD, rear lamp mounting	2	] 1600cc
508162	BODY, upper rear lamp	2	
17H5307K	SEAL SET, parking lamp lens	1	] 1600cc & MkII
47H5505	MOUNTING RING, park lamp	2	
37H5294K	BOOT SET, park lamp sockets	1	
AHH6116	PAD, rear lamp mounting	2	MkII

Body to Chassis Packings

AHH5177K	PACKING SET, (28 pieces)	1	body to chassis (This Body to Chassis Packing set is not included in our body rubber sets).
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Paint Codes & Moss Classic Car Colours

Body Colour	Interior Colour	Aerosol 300ml	Touch up 125ml
MGA 1500cc and early Twin Cam			
Old English White	Red or Black	CCWT3	CCWT3TU
Black	Red or Green	CCSB1	CCSB1TU
Orient Red (light red)	Red or Black	CCRD3	CCRD3TU
Mineral Blue (coupe only)	Grey or Black	CCBU9	CCBU9TU
Glacier Blue (roadster only)	Grey or Black	CCBU4	CCBU4TU
Island Green (coupe to 48979)	Grey or Black	CCGN6	CCGN6TU
Tyrolite Green (roadster to 48979)	Grey or Black	CCGN7	CCGN7TU
Ash Green (from 48980)	Grey or Black	CCGN2	CCGN2TU

MGA 1600cc, MkII and Twin Cam			
Old English White	Red or Black	CCWT3	CCWT3TU
Black	Red or Tan	CCSB1	CCSB1TU
Chariot Red	Red, Beige or Black	CCRD16A	CCRD16ATU
Iris Blue	Black	CCBU12A	CCBU12ATU
Dove Grey	Red	CCGR26	CCGR26TU
Alamo Beige	Red	CCBG9	CCBG9TU

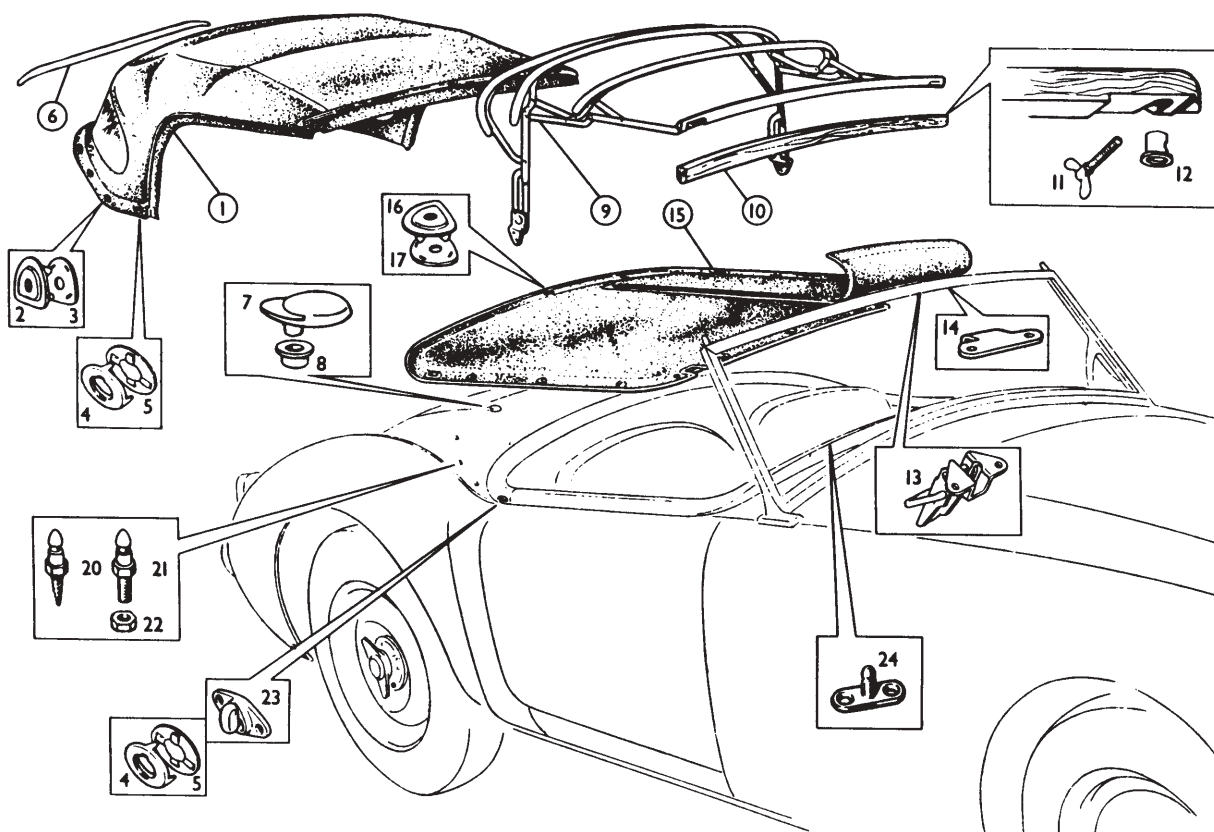
Miscellaneous Paints			
Tan, (hood frame)		CCHP1	
Maroon, (engine)		CCEP1	CCEP1BR*
Silver, (wheel paint)		CCWP1	CCWP1TU
Black Enamel, (chassis)		CCCB1	CCCB1BR*
Black Semi-gloss, (air cleaner)		CCSB1	CCSB1TU
Yellow, (cooling fan)		CCEP11	CCEP11TU
Grey Primer, (high build)		CCP1	CCP1TU

*Note: Items marked * are sold in 500ml tins.

Painting MGA Sub-Assemblies with Moss Classic Colours

The fact that the MGA was built primarily of sub-assemblies makes it easy to properly detail each component before it is installed on the car. Here is a guide to help you detail your MGA. The Classic Car Colours Spray Paints listed below are specially formulated by us to match the original colours as closely as possible. Paint part numbers are in brackets i.e. (CCEP1) is MG Maroon.

Engine] Moss MG Maroon (CCEP1) was original installation engine colour. Replacements from factory & Lucas were black.
Starter	
Dynamo	
Transmission] Natural, Aluminium Semi-Gloss Black, (CCSB2)
Air Cleaners	
Fan	Yellow, (CCEP11)
Fan Pulley	Moss MG Maroon, (CCEP1)
Radiator] Black, (CCSB1)
Heater	
Master Cyl. Casting	Natural, coat with clear lacquer to prevent rusting
Chassis (all)] Black, (CCCB1BR)
Suspension parts	
Bumper brackets & brake drums	
Floor Boards	
Transmission Tunnel	
Hood Frame	Moss Tan Hood Frame Paint, (CCHP1)
Wheels, Wire & Steel	Moss Wheel Paint, (CCWP1)
Windscreen Washer] Tudor Blue
Bottle Bracket	
Body Panels] Body Colour
Inner Wings	
Splash Aprons	
Upper Dash	
Bulkhead	
Battery Cover	
Inside Boot	
Engine Compartment	
Underside of Bonnet and Boot Lid	
Inside Door	



Hoods & Tonneau

ill	Part Number	Description	Req.	Details
1	AKE1760DD*	HOOD, black, 'Durable' canvas	1	1 window, early 1500cc
	AKE1760*	HOOD, black, vinyl	1	
	AKE1761DD*	HOOD, tan, 'Durable' canvas	1	
	AKE1760W*	HOOD, white, vinyl	1	
	AKE1762DD*	HOOD, black, 'Durable' canvas	1	3 window, late 1500cc and all 1600cc
	AKE1762*	HOOD, black, vinyl	1	
	AFH6850DD*	HOOD, tan, 'Durable' canvas	1	
	AFH6852P*	HOOD, tan, vinyl	1	
	AFH6855P*	HOOD, white, vinyl	1	
	AFH6848	HOOD, black, vinyl	1	3 window, MkII
	AFH6848W	HOOD, white, vinyl	1	
	AFH6849	HOOD, red, vinyl	1	
	AFH6853	HOOD, blue, vinyl	1	
2	552650	FASTENER, 'Lift the Dot'	6	hood frame fixing
3	552651	CLINCH PLATE	6	
4	14A6537	EYELET	2	
5	14A6538	WASHER, eyelet	2	
6	AFH2659	RETAINER, rear of hood	1	
7	14B1730	RETAINER, on body	2	
8	AAA5130	CUP WASHER	2	
9	AFH6847	HOOD FRAME	1	
	SE604081	SCREW, pan head,	2	
	SF604081	SCREW, countersunk,	4	
10	AFH6846	HEADER RAIL, wood, (ash)	1	
11	AAA5166	WING BOLT	2	
12	AFH2635	SOCKET, header rail	2	

*Note: Early 1500cc & late 1500cc - 1600cc hoods are interchangeable.

13	AFH6772	LATCH, header rail	1	RHD models 'short style' mounts on rear cockpit rail
14	AFH6773	CATCH, windscreen centre	1	
15	AFH6572	TONNEAU, black, vinyl	1	
	8G9124	TONNEAU, grey, vinyl	1	
	8G9125	TONNEAU, beige, vinyl	1	
	8G9126	TONNEAU, blue, vinyl	1	
	8G9122	TONNEAU, red, vinyl	1	
	8G9123	TONNEAU, white, vinyl	1	LHD models 'short style' cloth mounts on rear cockpit rail
	AFH6571LS	TONNEAU, black, 'Stayfast', cloth	1	
	AFH6571LD	TONNEAU, black, 'Durable', canvas	1	
	AFH6571L	TONNEAU, black, vinyl	1	
	8G9125LS	TONNEAU, tan, 'Stayfast'	1	
	8G9125LD	TONNEAU, tan, 'Durable', canvas	1	
	8G9123LL	TONNEAU, white, vinyl	1	
	AFH6572L	TONNEAU, black, vinyl	1	RHD models 'long style' mounts behind rear cockpit rail
	8G9124L	TONNEAU, grey, vinyl	1	
	8G9125L	TONNEAU, beige, vinyl	1	
	8G9126L	TONNEAU, blue, vinyl	1	
	8G9122L	TONNEAU, red, vinyl	1	
	8G9123L	TONNEAU, white, vinyl	1	
	AFH6571LLS	TONNEAU, black, 'Stayfast', cloth	1	LHD models 'long style' mounts behind rear cockpit rail
	AFH6571LLD	TONNEAU, black, 'Durable', canvas	1	
	AFH6571LL	TONNEAU, black, vinyl	1	
	8G9125LLS	TONNEAU, tan, 'Stayfast', cloth	1	
	8G9125LLD	TONNEAU, tan, 'Durable', canvas	1	
	8G9123LLL	TONNEAU, white, vinyl	1	
	AKE1756	TONNEAU, original style, RHD black, vinyl	1	mounts on studs behind rear cockpit rail
	AKE1758	TONNEAU, original style, LHD black, vinyl	1	
16	552650	FASTENER, 'Lift the Dot'	6	

17	552651	CLINCH PLATE	6	
20	552667	STUD, wood screw	a/r	
21	97H717	STUD, machine screw	a/r	
22	GHF206	NUT, for stud	a/r	
23	14A6536	TURN BUTTON	2	
24	LFP116	STUD, flanged, alternative	6	front tonneau fixing
	AD606053	SCREW, chrome, for stud	12	

Manufactured in our own upholstery shop, these hood and tonneau covers are in a class by themselves. The rear windows of the hoods are sewn and double-bound in the very best European manner. We have carefully patterned, designed, and tested our hoods and tonneau covers to provide perfect fit and years of satisfaction. Although the MkII hoods are not made by Moss, they do have dialectically welded windows as original.

Fabric Side Screen Sets

These original style fabric covered side screen sets for the MGA 1500cc & 1600cc models, are manufactured in the same Harts stayfast fabric and durable canvas to match the original style fabric and canvas tops.

Note: Other colourways may be available to special order, please contact your local Moss branch for details.

MGA 1500cc

The MGA 1500cc side screen is an exact copy of the original, and includes the lifting curtain design to allow the doors to be opened from outside as well as allowing the driver to negotiate hand signal.

GAC2015X	DOUBLE DUCK, black	1
GAC2014X	VINYL, black	1

MGA 1600cc

The MGA 1600cc side screens are supplied with perspex sliding windows enabling drivers to see to the left and right without unpleasant bending.

GAC2016X	DOUBLE DUCK, black	1
GAC2017X	VINYL, black	1

Moss Side Screen Sets

Starting with the original sliding plexiglass aluminium framed side screens as supplied with the factory hardtops, then making a few changes and improvements, Moss has ensured a perfect fit for all MGA's with standard pattern convertible tops. These extremely well made side screens are virtually identical in construction to the factory optional side screens.

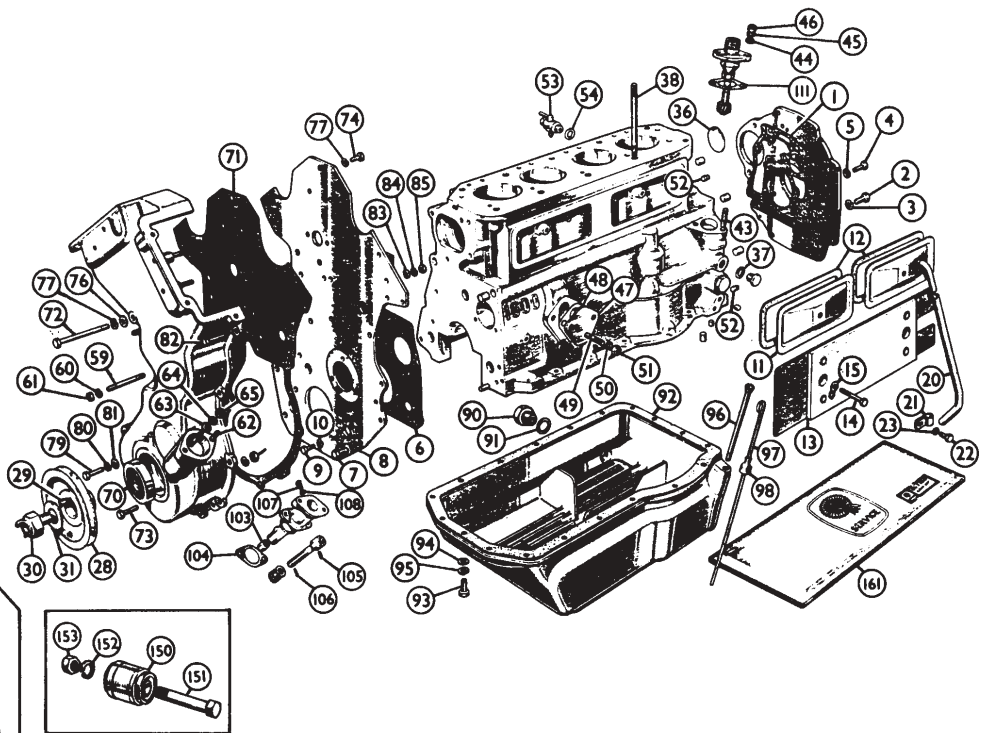
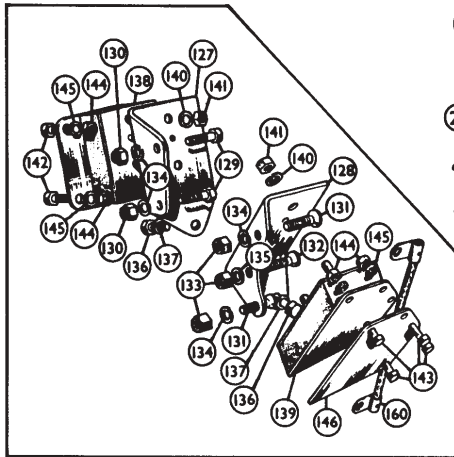
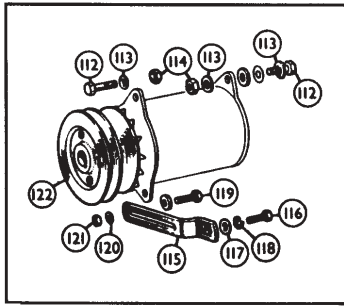
MM259-648	SIDE SCREEN SET	1
MM259-647	RUBBER SET	1

Twin Cam & De-Luxe Supplement

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External Engine (Twin Cam)

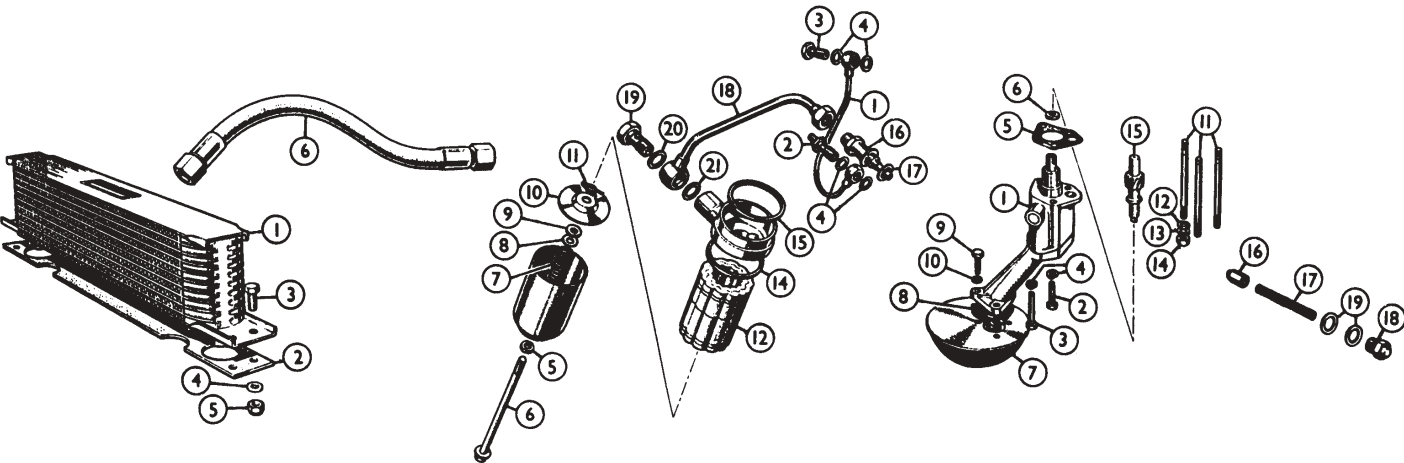
Twin Cam Introduction and Production

The Twin Cam MGA was a significant development for MG. It was in production from September 1958 until June 1960, during which period a total of 2111 cars were produced; they were numbered separately from regular MGA production. Being such an extensive development of the push rod 'B' series unit, the twin cam engine has little in common with the former. Another major difference from regular MGA's is of course the Dunlop braking system, endowing the twin cam with all-round disc brakes and necessitating a modified chassis plus a host of other detail changes. The 1600cc De Luxe and MkII De Luxe models were numbered in the regular series and no reliable figures are available regarding total production. Some sources claim as many as 500 of these cars existed, but recent research shows somewhat less than that (395). This rarest and most desirable of all MGAs represented the MGA at its highest peak.

The parts listed on the following page fit only the Twin Cam and De Luxe models, with the exception of the engine parts, which fit the Twin Cam only. Body, frame, electrical, interior, and most suspension parts for these models are the same as standard MGAs.

ill	Part Number	Description	Req.	Details
1	1G2425	GASKET, back plate to block	1	
2	SH606071	SCREW	8	
3	GHF333	WASHER, locking	8	
4	SH605071	SCREW	4	
5	GHF332	WASHER, locking	4	
6	AEH319	GASKET, front plate to block	1	
7	SH605051	SCREW	6	
8	GHF332	WASHER, locking	6	
9	SH604051	SCREW	2	
10	GHF331	WASHER, locking	2	
11	12A1386	SIDE COVER, front	1	
12	12A1139	GASKET	2	
13	AEH584	HEAT SHIELD	1	
14	BH605131	BOLT	2	
15	AEC461	WASHER, sealing	2	
20	AEH628	VENT PIPE	1	
21	1G1309	CLIP, vent pipe	1	
22	SH605051	SCREW	1	
23	GHF332	WASHER, locking	1	
28	AEH428	PULLEY, crankshaft	1	
29	2H326	KEY, woodruff	1	
30	1H765	NUT, starting dog	1	
31	AEH429	WASHER, locking	1	
36	AEH592	CORE PLUG, block	4	

37	6K638	WASHER, sealing	1	
38	AEH549	STUD, cylinder head	10	
43	CHS2511	STUD, tach. drive housing	2	
44	GHF301	WASHER, plain	2	
45	GHF332	WASHER, locking	2	
46	GHF201	NUT	2	
47	1G2443	PLATE, blanking	1	
48	12H1317	GASKET	1	
49	53K257	STUD, blanking plate	2	
50	GHF332	WASHER, locking	2	
51	GHF201	NUT	2	
52	1G752	DOWEL, back plate locating	2	
53	3H576	DRAIN TAP	1	
54	6K638	WASHER, sealing	1	
59	CHS520	STUD, timing cover	3	
60	GHF332	WASHER, locking	3	
61	GHF201	NUT	3	
62	CHS2511	STUD	2	
63	GHF301	WASHER, plain	2	
64	GHF332	WASHER, locking	2	
65	GHF201	NUT	2	
70	AEJ5	OIL SEAL, timing cover	1	
71	AEH377	GASKET, timing cover to front plate	1	
72	AEH378	BOLT	1	
73	GHF103	SCREW	5	
74	SH505071	SCREW	2/1	qty. reduced from chassis no. 556 from chassis No. 556
75	BH505141	BOLT, cable clamp attachment	1	
76	GHF301	WASHER, plain	7	
77	GHF332	WASHER, locking	8	
78	GHF201	NUT	5	
79	SH605091	SCREW	3	
80	GHF301	WASHER, plain	3	
81	GHF332	WASHER, locking	3	
82	BH605101	BOLT	1	
83	GHF301	WASHER, plain	1	
84	GHF332	WASHER, locking	1	
85	GHF201	NUT	1	
90	2H4685	PLUG, drain	1	
91	6K431	WASHER, sealing	1	
92	AJM503	GASKET, sump	1	
93	SH604071	SCREW	19	
94	GHF300	WASHER, plain	19	
95	GHF331	WASHER, locking	19	
96	AEH536	TUBE, dipstick	1	



Oil Cooler

Oil Filter

Oil Pump

97	AEH568	DIPSTICK	1
98	AEC671	WASHER, rubber	1
103	AEH531	BUSH	2
104	AEH502	GASKET, distributor drive housing	1
105	TPS508	PIN, taper	1
106	TPS507	PIN, taper	1
107	SH504041	SCREW	1
108	GHF331	WASHER, locking	1
111	1G2401	GASKET, tach. drive housing	1
112	BH605141	BOLT	2
113	GHF301	WASHER, plain	4
114	GHF222	NUT, nyloc	2
115	AEH614	ADJUSTING LINK	1
116	SH505091	SCREW	1
117	GHF301	WASHER, plain	1
118	GHF332	WASHER, locking	1
119	SH505091	SCREW	1
120	GHF301	WASHER, plain	1
121	GHF208	NUT	1
122	AEH605	PULLEY, dynamo	1
127	AHH5065	MOUNTING BRACKET, RH	1
128	AHH5703	MOUNTING BRACKET, LH	1
129	GHF103	SCREW	2
130	LNZ105	NUT, locking	2
131	SF605081	SCREW	2
132	SF605101	SCREW	1
133	LNZ105	NUT, locking	3
134	GHF332	WASHER, locking	4
135	GHF301	WASHER, plain	1
136	SH606061	SCREW	2
137	GHF333	WASHER, locking	2
138	AHH5833	ENGINE MOUNTING, RH	1
139	BHH1352	ENGINE MOUNTING, LH	1
140	GHF332	WASHER, locking	4
141	GHF201	NUT	4
142	SH605051	SCREW	4
143	GHF120	SCREW	4
144	GHF201	NUT	8
145	GHF332	WASHER, locking	8
146	AHH6992	PLATE, packing	1
150	AHH5031	GEARBOX MOUNTING	1
151	BH608261	BOLT	1
152	GHF335	WASHER, locking	1
153	LNZ108	NUT, locking	1
160	2K6167	STRAP, engine earth	1
161	8G2263*	CONVERSION GASKET SET	1

*Note: Gasket set 8G2263 includes items 1, 6, 12 (x 2), 48, 54, 71, 92, 104, 111as listed here. Also included are AEH478 (thermostat gasket), AEH471 (water pump base gasket), AEH463 (water pump gasket), AEH468 (water inlet gasket), AEH490 (water filler neck gasket), 88G421 (oil strainer gasket), 88G420 (oil pump gasket), 8G619 (oil filter O' ring), 6K501 (oil pump adaptor washer), 12H1638 (main bearing cap cork seal, x 2).

Oil Cooler (Twin Cam)

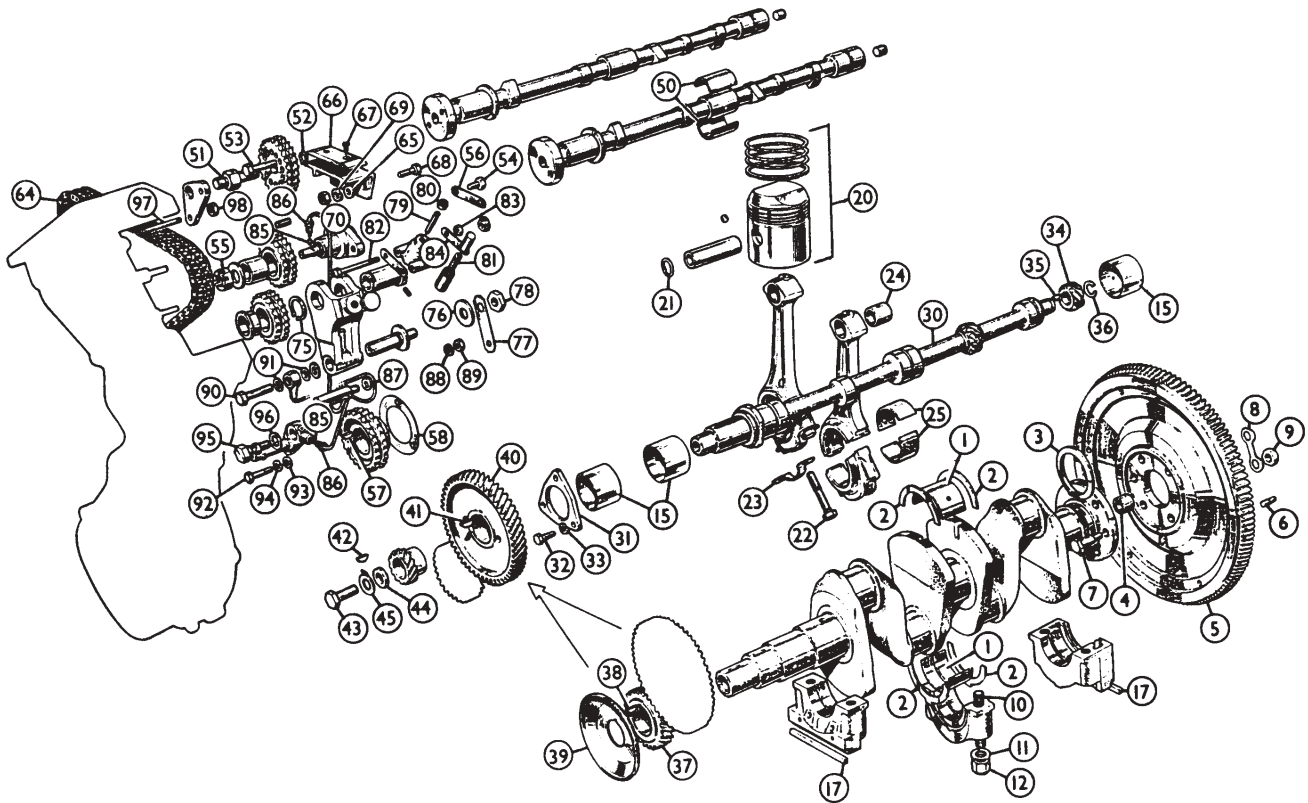
ill	Part Number	Description	Req.	Details
1	ARR185	OIL RADIATOR	1	
2	AHH5902	PACKING	1	
3	SH604051	SCREW	4	
4	GHF300	WASHER, plain	4	
5	GHF221	NUT, nyloc	4	
6	AHH6296	OIL PIPE, flexible	2	

Oil Filter (Twin Cam)

1	AEH310	OIL FEED PIPE	1
2	AEH313	BANJO BOLT	1
3	AEH602	BANJO BOLT	1
4	6K500	WASHER, sealing	4
5	7H1948	WASHER, sealing	1
6	7H1965	BOLT, filter attachment	1
7	7H1764	SPRING	1
8	7H1969	WASHER, steel	1
9	7H1968	WASHER, felt	1
10	17H846	PRESSURE PLATE	1
11	7H1952	CIRCLIP	1
12	8G683	OIL FILTER ELEMENT, felt	1
	GFE102	OIL FILTER ELEMENT, paper	1
14	8G619	O' RING, sealing	1
15	8G619	O' RING, sealing	1
16	1H922	ADAPTOR	1
17	6K501	WASHER, sealing	1
18	AEH598	OIL PIPE	1
19	1K2142	BANJO BOLT	1
20	1H898	WASHER, sealing	1
21	6K501	WASHER, sealing	1

Oil Pump (Twin Cam)

1	88G296	OIL PUMP	1
2	GHF101	SCREW	1
3	SH604141	SCREW	1
4	GHF331	WASHER, locking	2
5	88G420	GASKET	1
6	AEH460	THRUST WASHER	1
7	JAM2227	OIL STRAINER	1
8	88G421	GASKET	1
9	SH604071	SCREW	3
10	GHF331	WASHER, locking	3
11	AEH601	STUD, oil pump	3
12	GHF301	WASHER, plain	3
13	GHF332	WASHER, locking	3
14	GHF201	NUT	3
15	AEH620	SPINDLE, oil pump	1
16	12H865	OIL PRESSURE RELEASE VALVE	1
17	1H756	SPRING, valve	1
18	12A1851	CAP NUT	1
19	6K431	WASHER, sealing	2



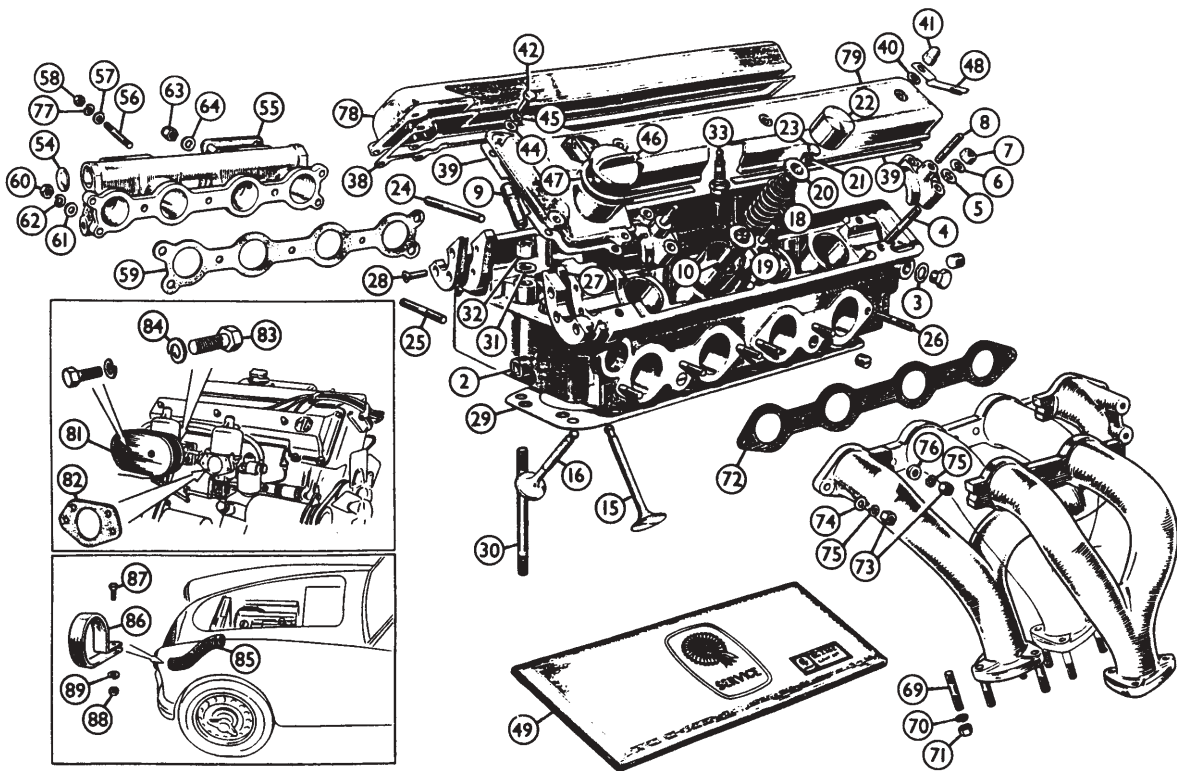
Internal Engine (Twin Cam)

Ill	Part Number	Description	Req.	Details
1	(8G2257)	MAIN BEARING SET (Main bearing shells for the MGA twin cam are currently unavailable. As an alternative we can offer main bearing shells as used in the 1622cc engine).		NCA
1	8G2335	MAIN BEARING SET, standard (Please state required size. Standard, 0.010", 0.020", 0.030" or 0.040").	1	1622cc, (alternative)
2	BHM1294	THRUST WASHERS, set of four (Please state required size. Standard, 0.003", 0.005" or 0.010").	1	
3	AEH519	OIL SEAL, rear	1	
4	1G765	SPIGOT BUSH	1	
5	1G2874	RING GEAR	1	
6	AEH541	DOWEL	2	
7	51K1022	BOLT, flywheel	6	
8	6K26	WASHER, locking	3	
9	FNZ506	NUT	6	
10	51K894	STUD, main bearing cap	6	
11	GHF335	WASHER, locking	6	
12	LNN208	NUT, locking	6	
15	BHM1212	LINER SET, half speed shaft	1	
17	12H1638	SEALING STRIP, cork	2	
19	AEH656	CYLINDER LINER	4	
20	AEH690	PISTON ASSEMBLY, (engine set) (Please state required size. Standard, 0.010", 0.020", 0.030", 0.040 or 0.060").	1	8.3:1 Comp ratio
21	CCN214	CIRCLIP	8	
22	51K1388	BOLT, con rod	8	
23	6K881	WASHER, locking	4	
24	C17164	BUSH, small end	4	
25	8G2259*	CON ROD BEARING SET	1	(standard size only)

*Note: At the time of going to press we can only offer Standard size shells.

30	AEH619	HALF SPEED SHAFT	1	
31	AEH608	PLATE, locating	1	
32	GHF117	SCREW	3	
33	GHF332	WASHER, locking	3	
34	AEH454	GEAR, tachometer drive	1	
35	WKN304	KEY, woodruff	1	
36	1H605	CIRCLIP	1	
37	AEH426	GEAR, crankshaft	1	
38	2H326	KEY, woodruff	1	
39	AEH427	OIL THROWER	1	
40	AEH449	GEAR, half speed shaft	1	
41	WKN505	KEY, woodruff	1	

42	WKN304	KEY, woodruff	1	
43	AEH451	BOLT	1	
44	AEH452	WASHER	1	
45	AEH453	WASHER, locking	1	
50	8G2261	CAMSHAFT BEARING SET	1	12 pieces
51	AEH412	SPROCKET SPINDLE	2	
52	CCN108	CIRCLIP	2	
53	AEH413	BOLT, sprocket	4	
54	SH605051	SCREW	2	
55	AEH340	NUT, castle head	1	
56	AEH341	WASHER, tab	1	
57	WKN505	KEY, woodruff	1	
58	AEH446	SHIM, 0.002"	a/r	
	AEH447	SHIM, 0.003"	a/r	
64	AEH372	TIMING CHAIN	1	
65	AEH332	DAMPER BRACKET	2	
66	AEH334	DAMPER	2	
67	CRS207	RIVET	4	
68	GHF120	SCREW	4	
69	GHF332	WASHER, locking	4	
70	GHF201	NUT	4	
75	CCN118	CIRCLIP	1	
76	GHF304	WASHER, plain	1	
77	AEH343	WASHER, tab	1	
78	AEH623	NUT	1	
79	AEH362	SCREW, adjuster	1	
80	GHF208	NUT, locking	1	
81	AEH561	SPRING	1	
82	AEH370	BOLT	2	
83	GHF200	NUT	2	
84	AEH371	WASHER, tab	1	
85	6K649	OLIVE	2	
86	2A459	NUT	2	
87	6K4973	WASHER, sealing	1	
88	GHF332	WASHER, locking	1	
89	GHF201	NUT	1	
90	AEH359	BANJO BOLT	1	
91	AEC346	WASHER, sealing	2	
92	GHF101	SCREW	1	
93	GHF300	WASHER, plain	1	
94	GHF331	WASHER, locking	1	
95	AEH360	BANJO BOLT	1	
96	AEH520	WASHER, sealing	1	
97	AEH375	STUD	4	
98	GHF201	NUT	4	



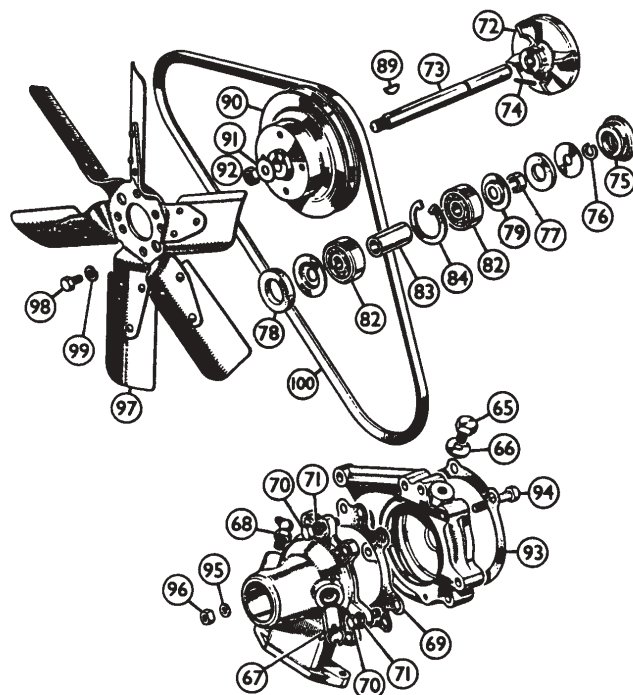
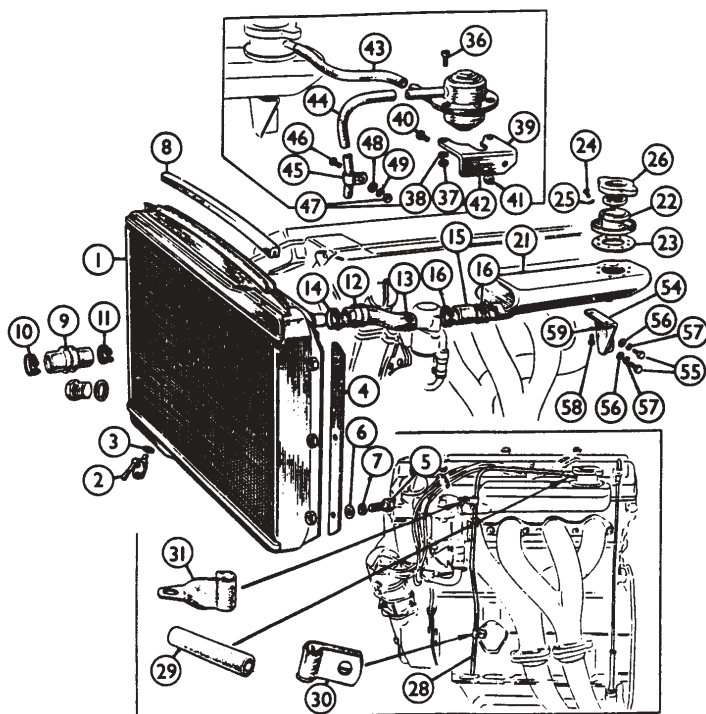
Cylinder Head (Twin Cam)

ill	Part Number	Description	Req.	Details
2	6K499	PLUG	5	
3	AEC343	WASHER, sealing	1	
4	AEH390	STUD, cam bearing cap to head	12	
5	GHF302	WASHER, plain	12	
6	GHF333	WASHER, locking	12	
7	GHF202	NUT	12	
8	CHS2512	STUD, cam bearing cap to cover	6	
9	AEH386	VALVE GUIDE, inlet	4	
10	AEH387	VALVE GUIDE, exhaust	4	
15	AEH394	VALVE, inlet	4	
16	AEH571	VALVE, exhaust	4	
18	AEH668C	VALVE SPRING SET, 16 pieces	1	
19	AEH396	THRUST WASHER	8	
20	AEH564	SPRING CUP	8	
21	AEH521	HALF COLLET, valve retaining	16	
22	AEH677	TAPPET BUCKET, (cam follower)	8	
23	AEH400	TAPPET SHIM	a/r	
		(Please state size required: 0.086", 0.088", 0.090", 0.092", 0.094", 0.096", 0.098", 0.100", 0.102", 0.104", 0.106", 0.108", 0.110", 0.112", 0.114", 0.116").		
24	AEH583	STUD, inlet manifold, long	2	
25	CHS2613	STUD, inlet manifold, short	5	
26	CHS2513	STUD, exhaust manifold	6	
27	AEH404	SEAL, rubber	2	
28	AEJ3	SCREW, countersunk	6	socket drive
29	AEH548	GASKET, cylinder head	1	
30	AEH549	STUD, cylinder head	10	
31	AEH632	WASHER	10	
32	AEC139	NUT, cylinder head	10	
33	N3	SPARK PLUG	4	
38	AEH415	GASKET, inlet cover	1	
39	AEH417	GASKET, exhaust cover	1	
40	AEC398	WASHER, sealing	6	
41	AEH418	CAP NUT	6	
42	SH505091	SCREW, cam cover retaining	4	
	BH505121	BOLT, cam cover retaining	2	
44	GHF301	WASHER, plain	6	
45	GHF332	WASHER, locking	6	
46	AEH419	FILLER CAP, oil	1	
47	AEH420	WASHER, sealing	1	

48	AEH570	BRACKET, dipstick	1
49	8G2262	GASKET SET, top end overhaul	1
		(Gasket set 8G2262 includes items 29, 38, 39, 55 (x 2), 59, 72 & also AEH423, (water elbow gasket).	
54	2K8168	CORE PLUG	2
55	112867	GASKET, carburettor to manifold	2
56	CHS2512	STUD, carburettor mounting	8
57	GHF301	WASHER, plain	8
58	GHF201	NUT	8
59	AEH578	GASKET, inlet manifold to head	1
60	GHF202	NUT	5
61	GHF302	WASHER, plain	5
62	GHF333	WASHER, locking	5
63	GHF223	NUT, locking	2
64	GHF302	WASHER, plain	2
69	AEH194	STUD, exhaust manifold to down pipe	6
70	GHF333	WASHER, locking	6
71	GHF262	NUT, brass	6
72	AEH574	GASKET, exhaust manifold to head	1
73	AHH8382	NUT	6
74	GHF301	WASHER, plain	4
75	GHF332	WASHER, locking	6
76	AEH603	WASHER	2
77	GHF332	WASHER, locking	8
78	AEH414	CAM COVER, inlet	1
79	AEH416	CAM COVER, exhaust	1

Air Filters (Twin Cam)

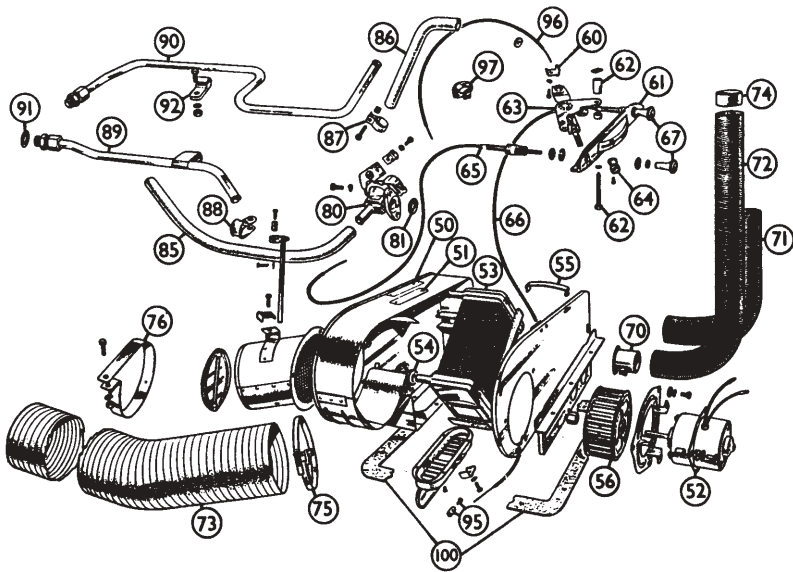
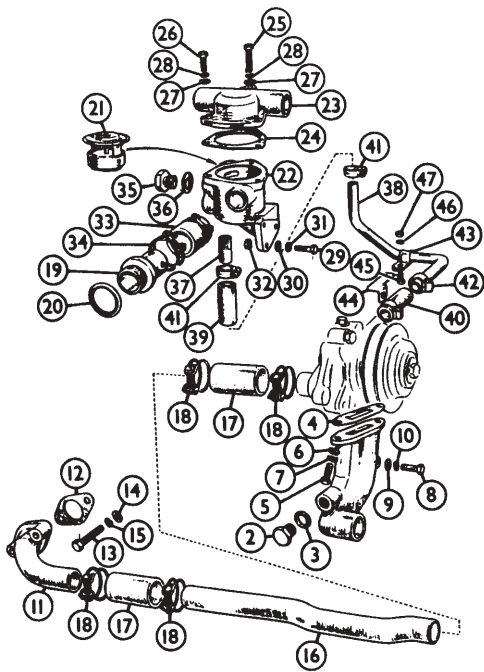
81	AHH5960	AIR CLEANER	2
82	AEC275	GASKET, air cleaner to carburettor	2
83	SH605071	SCREW	4
84	GHF332	WASHER, locking	4
85	AHH5394	HOSE, air intake	1
86	AHH5714	CLAMP	1
87	PMZ316	SCREW	1
88	GHF206	NUT	1
89	WL700101	WASHER, locking	1



Radiator, Water Pump & Fan (Twin Cam)

ill	Part Number	Description	Req.	Details
1	ARH121E	RADIATOR, exchange	1	
2	061864	DRAIN TAP	1	
3	ARH517	WASHER, sealing	1	
4	AHH5144	PACKING	a/r	
5	SH605071	SCREW	6	
6	GHF301	WASHER, plain	6	
7	GHF332	WASHER, locking	6	
8	AHH5706	AIR SEAL, radiator	1	
9	GRH357	HOSE, bottom	1	
10	CS4025	HOSE CLIP, (wire type)	1	
11	CS4026	HOSE CLIP, (wire type)	1	
12	GRH356	HOSE, top	1	
13	CS4029	HOSE CLIP, (wire type)	1	
14	CS4025	HOSE CLIP, (wire type)	1	
15	AEH482	HOSE, to header tank	1	
16	CS4029	HOSE CLIP, (wire type)	2	
21	AEH593	HEADER TANK	1	
22	AEH487	FILLER NECK	1	
23	AEH490	GASKET	1	
24	PMZ306	SCREW	6	
25	WL700101	WASHER, locking	6	
26	GRC101	CAP, radiator, 7 psi	1	to chassis 652
27	GRC201	CAP, radiator, blanking	1	from chassis 653
28	AEH596	PIPE, overflow	1	
29	AEH594	CONNECTOR, rubber	1	to chassis 652
30	PCR511	PIPE CLIP	1	
31	AEH604	CLIP	1	
36	PMZ308	SCREW	2	
37	GHF206	NUT	2	
38	WL700101	WASHER, locking	2	
39	AHH5906	BRACKET, valve	1	
40	SH604041	SCREW	2	
41	GHF200	NUT	2	from chassis 653
42	GHF331	WASHER, locking	2	
43	AHH5905	HOSE	1	
44	AHH5907	TUBE, overflow	1	
45	PCR607	PIPE CLIP	1	
46	PMZ306	SCREW	1	
47	GHF206	NUT	1	
48	GHF306	WASHER, plain	1	from chassis No 653
49	WL700101	WASHER, locking	1	
54	AEH575	BRACKET, header tank	1	

55	GHF120	SCREW	2
56	GHF301	WASHER, plain	2
57	GHF332	WASHER, locking	2
58	SH505061	SCREW	2
59	GHF332	WASHER, locking	2
65	ADP605	PLUG	1
66	6K705	WASHER, fibre	1
67	AEH470	CONNECTION	1
68	UHN305	GREASE NIPPLE	1
69	AEH463	GASKET	1
70	GHF103	SCREW	2
71	GHF332	WASHER, locking	2
72	AEH466	IMPELLER	1
73	AEH465	SPINDLE	1
74	TPS508	PIN, taper	1
75	AEB156	SEAL	1
76	AEB151	CIRCLIP	1
77	AEH523	COLLAR	1
78	AEH528	FELT SEALING RING, front	1
79	AEH524	FELT SEALING RING, rear	1
82	AEF136	BEARING	2
83	AEH467	DISTANCE TUBE	1
84	AEH529	CIRCLIP	1
89	WKN404	KEY, woodruff	1
90	AEH472	WATER PUMP PULLEY	1
91	AEH530	WASHER, locking	1
92	GHF201	NUT	1
93	AEH471	GASKET	1
94	BH605221	BOLT	1
95	GHF332	WASHER, locking	1
96	GHF201	NUT	1
97	AEG129	FAN BLADE	1
98	SH604051	SCREW	4
99	GHF331	WASHER, locking	4
100	GCB10963	BELT, fan	1



Thermostat & Water Pipes (Twin Cam)

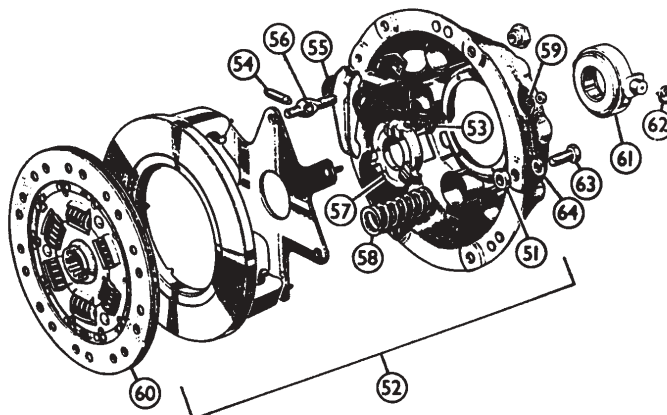
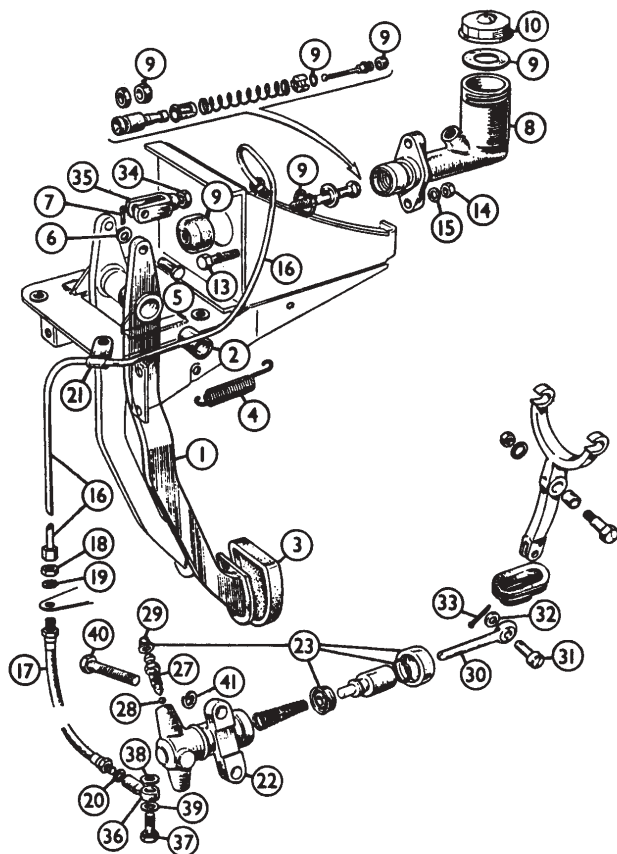
ill	Part Number	Description	Req.	Details
2	2K8982	PLUG	1	
3	51K3811	WASHER, sealing	1	
4	AEH468	GASKET	1	
5	GHF103	SCREW	2	
6	GHF301	WASHER, plain	2	
7	GHF332	WASHER, locking	2	
8	GHF163	SCREW	1	
9	GHF301	WASHER, plain	1	
10	GHF332	WASHER, locking	1	
11	AEH631	ELBOW, inlet	1	
12	AEH423	GASKET	1	
13	BH505131	BOLT	2	
14	GHF301	WASHER, plain	2	
15	GHF332	WASHER, locking	2	
16	AEH630	WATER PIPE	1	
17	AEH522	HOSE	2	
18	CS4029	HOSE CLIP, wire type	4	
19	AEH393	PIPE, outlet	1	
20	AEJ4	WASHER, sealing	1	
21	GTS102	THERMOSTAT, 74°C	1	
22	AEH477	HOUSING, thermostat	1	
23	AEH479	COVER, top	1	
24	AEH478	GASKET	1	
25	BH504141	BOLT	1	
26	SH504071	SCREW	2	
27	GHF300	WASHER, plain	3	
28	GHF331	WASHER, locking	3	
29	GHF103	SCREW	2	
30	GHF301	WASHER, plain	2	
31	GHF332	WASHER, locking	2	
32	GHF201	NUT	2	
33	AEH480	HOSE	1	
34	CS4029	HOSE CLIP, wire type	2	
35	ADP610	PLUG	1	
36	2K7498	WASHER, sealing	1	
37	AEH483	ADAPTOR, by-pass	1	
38	AEH491	PIPE, by-pass	1	
39	AEH493	HOSE	1	
40	AEH494	HOSE	1	
41	GHC406	HOSE CLIP, (jubilee type)	2	
42	GHC406	HOSE CLIP, (jubilee type)	2	
43	PCR1009	CLIP	1	

44	AEH492	BRACKET	1
45	SH604041	SCREW	1
46	GHF331	WASHER, locking	1
47	GHF200	NUT	1

Heater & Fittings (Twin Cam)

50	CRCP302	PLATE, 'Smiths'	1
51	CRCP303	PLATE, 'Caution'	1
52	37H7913	BLOWER MOTOR	1
53	17H1794	HEATER MATRIX, (radiator)	1
54	7H1993	GROMMET	2
55	17H1595	CLIP, side cover	4
56	515825	FAN	1
60	27H1193	CLAMP, cable	3
61	17H518	PANEL, heater control	1
62	27H1208K	BOLT & SPACER	2
63	7H1985	LEVER & SWITCH	1
64	17H490	KNOB, heater blower	1
65	AHH5786	CABLE, air control	1
66	AHH5787	CABLE, demister control	1
67	17H827	KNOB, control cables	2
70	AHH5426	TUBE, defroster	2
71	AHH5427*	AIR HOSE, 14", original type	1
72	AHH5428*	AIR HOSE, 25", original type	1
73	AHH5785	AIR HOSE, 4" x 36", original type	1
(These hoses are supplied compressed in length and must be stretched to the correct length for installation).			
74	AHH5429	ADAPTOR	2
75	14G800	CLAMP, for 4" air hose	4
76	AHH5714	CLAMP, for 4" air hose	3
80	27H1660	VALVE, heater shut off	1
81	C9928A	O' RING, sealing	1
85	BHA4089	HOSE, inlet, 25"	1
86	AHH5437	HOSE, outlet, 12 1/2"	1
87	CS4012	CLAMP, for hoses	4
88	BHA4091	CLIP, hose	1
89	AHH5843	PIPE & UNION, inlet	1
90	AHH5844	PIPE & UNION, outlet	1
91	BHA4088	WASHER, sealing	2
92	BHA4090	CLIP, pipe	2
95	24G1482K	CABLE STOP & SCREW	4
96	AHH5529	CABLE, water valve	1
97	AHH5440	CLEAT, rubber	1
100	AHH5253	SEAL, heater mounting	1

with letter 'B'
less knob



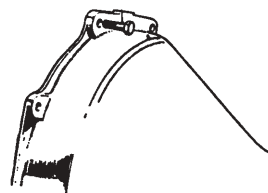
Clutch Controls (Twin Cam & De luxe)

ill	Part Number	Description	Req.	Details
1	AHH5694	CLUTCH PEDAL, RHD	1	
2	AAA4129	BUSH	1	
3	AHH5100	PEDAL RUBBER	1	
4	AAA1628	SPRING, return	1	
5	CLZ515	CLEVIS PIN	1	
6	GHF301	WASHER, plain	1	
7	GHF501	SPLIT PIN	1	
8	BHA4072	CLUTCH MASTER CYLINDER	1	
9	GRK1029	REPAIR KIT, master cylinder	1	
10	500201A	FILLER CAP	1	
13	SH605101	SCREW	2	
14	GHF222	NUT, locking	2	
15	GHF301	WASHER, plain	2	
16	AHH5822	CLUTCH PIPE, RHD	1	
	AHH5824	CLUTCH PIPE, LHD	1	
17	GBH178	HOSE, clutch	1	standard
	TT3242	HOSE, clutch, (stainless steel braided)	1	uprated
18	NT606041	NUT	1	
19	GHF323	WASHER, shakeproof	1	
20	3H550	WASHER, sealing	1	
21	PCR411	PIPE CLIP	1	
22	GSY111	CLUTCH SLAVE CYLINDER	1	
23	GRK4017	REPAIR KIT, clutch slave cylinder	1	
27	556508A	BLEED NIPPLE	1	
28	BLS106	BALL, steel	1	
29	234957A	DUST CAP	1	
30	1B3701	PUSH ROD	1	
31	CLZ517	CLEVIS PIN	1	
32	GHF301	WASHER, plain	1	
33	GHF501	SPLIT PIN	1	
34	NT605041	NUT	1	
35	FEZ105	FORK END	1	
36	3H868	BANJO	1	
37	13H1984	BANJO BOLT	1	
38	233220A	WASHER, sealing	1	
39	3H550	WASHER, sealing	1	
40	BH506111	BOLT	2	
41	GHF333	WASHER, locking	2	

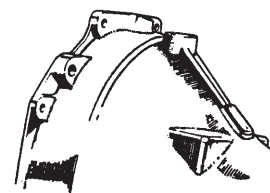
Note: For clutch release arm details, please see page 13.

Clutch (Twin Cam)

51	AEH650	DISTANCE WASHER	6	
52	27H3248E	CLUTCH COVER	1	reconditioned
53	038788A	SPRING, retaining	3	
54	042537A	PIN, lever	3	
55	231883A	SPRING, anti-rattle	3	
56	27H8347	EYE BOLT	3	
57	7H3213	PLATE, release lever	1	
58	7H3169	SPRING, pressure plate	6	
59	WE702101	WASHER, shakeproof	3	
60	GCP132	DRIVEN PLATE	1	
61	GRB103	RELEASE BEARING	1	
62	7H3048	RETAINER, bearing	2	
63	SH605071	SCREW	6	
64	GHF332	WASHER, locking	6	



Pushrod Engines

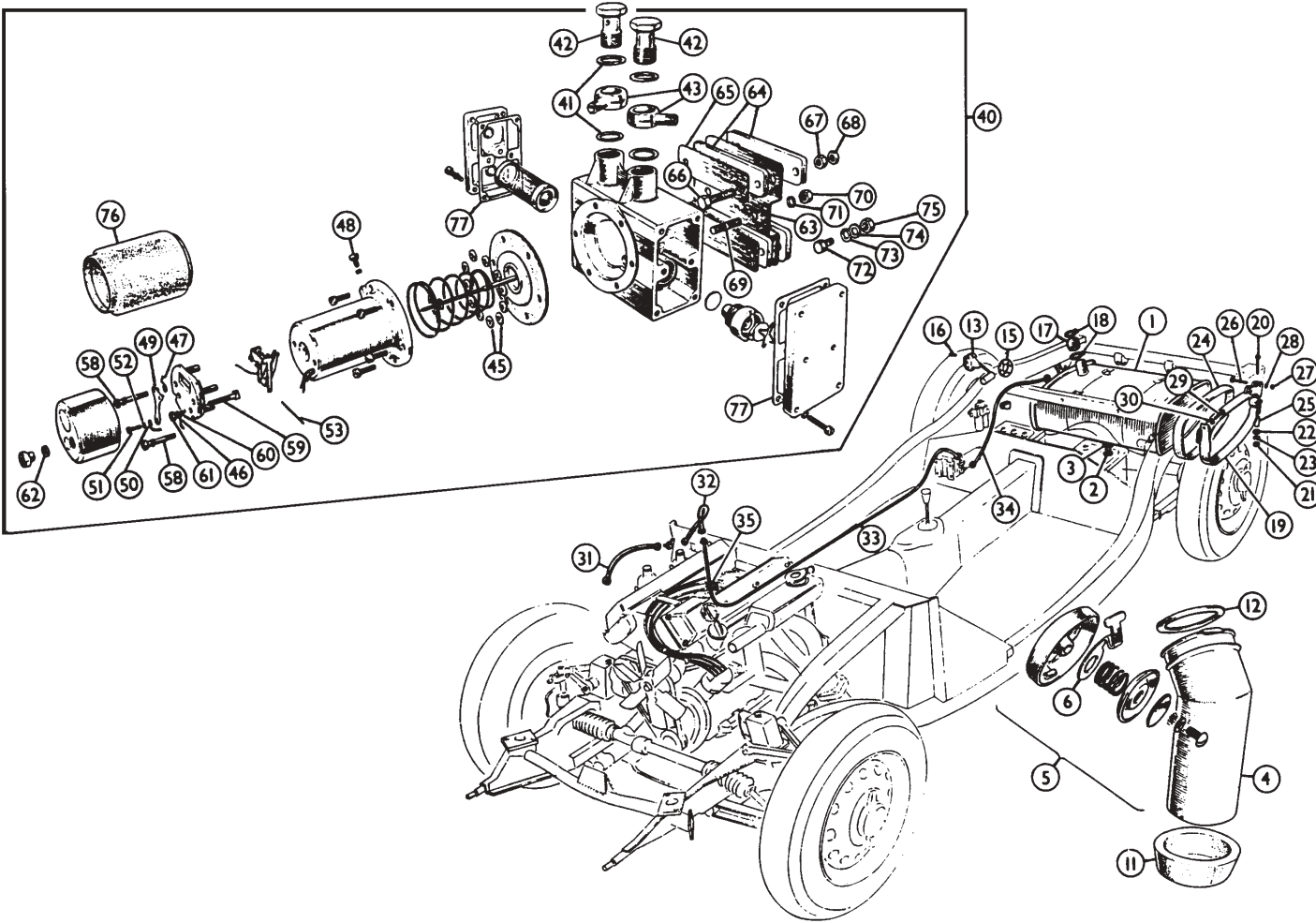


Twin Cam Engines

Gearbox (Twin Cam & De luxe)

The twin Cam gearbox is internally identical to the standard (10 spline input shaft) MGA 1600cc gearbox. Externally the casing is of a modified pattern (see illustration above).

A De Luxe uses an entirely standard gearbox of either 10 or 23 spline design, depending on the time of vehicle manufacture.

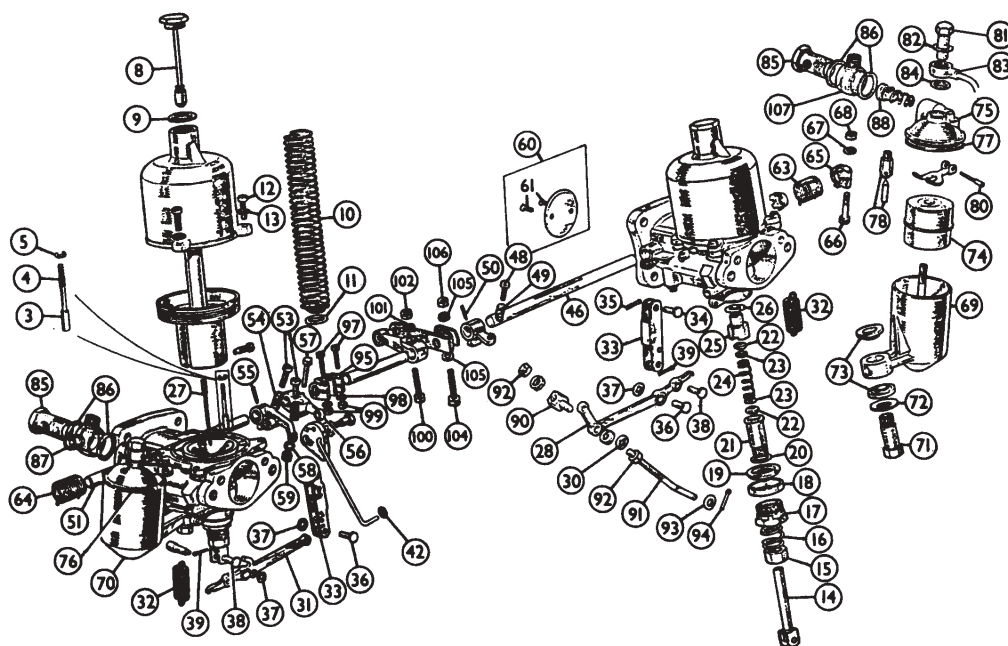


Fuel Supply (Twin Cam)

ill	Part Number	Description	Req.	Details
1	AHH5121	FUEL TANK, steel	1	
	AHH5121A	FUEL TANK, aluminium	1	
NI	608591A	SEALANT	1	
2	88G257	DRAIN PLUG	1	
3	6K638	WASHER, sealing	1	
4	AHH5104	FILLER EXTENSION	1	
5	ACH5781	FILLER CAP	1	
6	97H474	LEVER, cap	1	
11	ACH5850	RING, sealing	1	
12	ACH5780	FERRULE, rubber	1	
13	AHH5114	TANK SENDER UNIT	1	original
	AAU8340	TANK SENDER UNIT	1	replacement type
15	2H1082	GASKET, cork	1	
16	53K165	SCREW	6	
17	UKC9920	HOSE, connection	1	
18	CS4038	HOSE CLIP, wire type	2	
19	AHH5107	STRAP, tank attachment	2	
20	BH604221	BOLT	2	
21	GHF221	NUT, locking	2	
22	GHF300	WASHER, plain	2	
23	GHF331	WASHER, locking	2	
24	AHH5115	PACKING	2	
25	AHH5113	DISTANCE PIECE	2	
26	GHF118	BOLT	2	
27	GHF200	NUT	2	
28	GHF331	WASHER, locking	2	
29	SH605051	SCREW	2	
30	GHF332	WASHER, locking	2	
31	ACH8977	FUEL PIPE, flexible	1	carb to carb
32	AHH5544	FUEL PIPE, flexible	1	
33	AHH5812	FUEL PIPE, Main	1	
34	AHH5290	FUEL PIPE, tank to pump	1	
35	PCR511	PIPE CLIP	1	

Fuel Pump (Twin Cam)

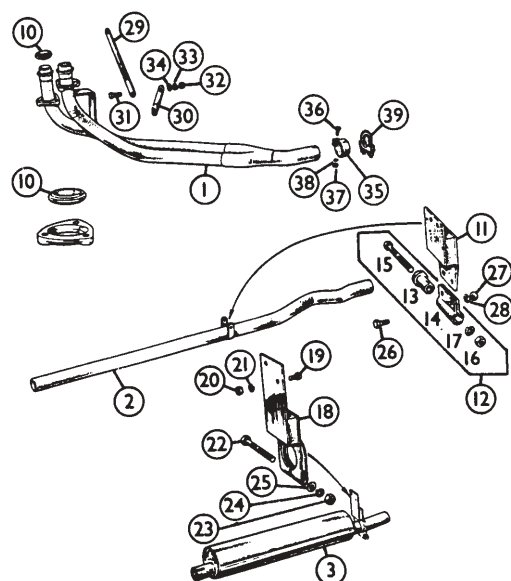
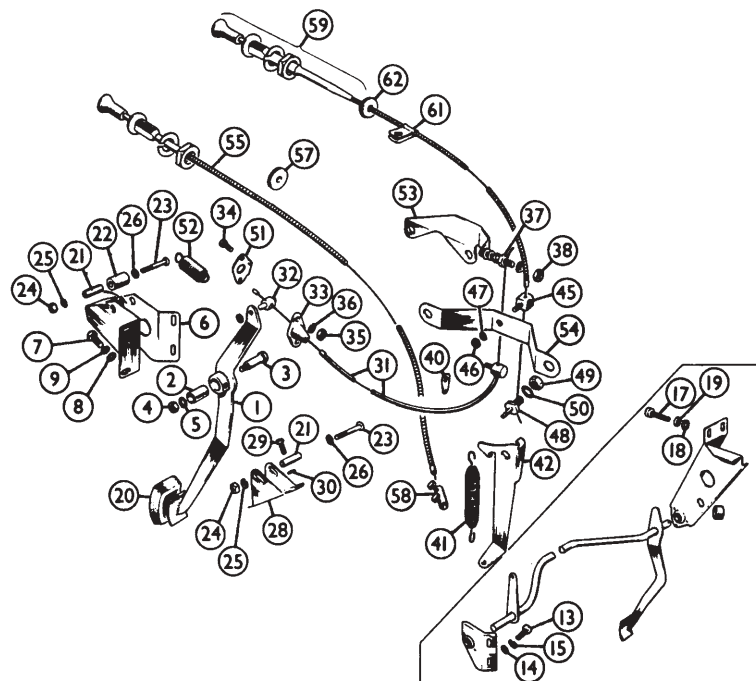
40	AZX1320	FUEL PUMP	1	replacement type
41	AUC2141	WASHER, sealing	4	
42	AUC2698	BANJO BOLT	2	
43	AUC1833	BANJO	2	
45	AUB794	ROLLER	11	
46	AUA1455	TAG, terminal	1	
47	AUA1456	TAG, terminal	1	
48	AUA4850	SCREW, earth	1	
49	AUB6106A	ROCKER & BLADE	1	
50	AUA1456	TAG, terminal	1	
51	AUA565	SCREW	1	
52	AUA566	WASHER, locking	1	
53	AUA1435	SPINDLE	1	
58	AUA1459	SCREW	2	
59	AUA1468	SCREW	1	
60	AUA1662	WASHER	1	
61	AUA1661	NUT	1	
62	AUA878	NUT, cover	1	
63	AHH5804	MOUNTING PLATE, pump	1	
64	AAA260	MOUNTING RUBBER	4	
65	AAA261	PLATE, retaining	2	
66	BH604091	BOLT	4	
67	GHF200	NUT	4	
68	NT604041	NUT, locking	4	
69	53K2171	STUD	2	
70	GHF201	NUT	2	
71	GHF332	WASHER, locking	2	
72	SH604041	SCREW	1	
73	GHF300	WASHER, plain	1	
74	GHF331	WASHER, locking	1	
75	GHF200	NUT	1	
76	ACG5147	COVER, rubber	1	
77	AUA4646	GASKET, side cover	2	



Carburettors (Twin Cam)

ill	Part Number	Description	Req.	Details
3	WZX1105	LIFTING PIN	2	
4	AUC1151	SPRING	2	
5	AUC1250	CIRCLIP	2	
8	AUC8114A	CAP, damper	2	
9	AUC4900A	CAP WASHER	2	
10	AUC4387	PISTON SPRING, red	2	
11	AUC3071	WASHER	2	
12	JZX1394	SCREW	6	
13	WL700101	WASHER, locking	6	
14	AUC8183	JET	2	
15	AUC2121	NUT, adjusting	2	
16	AUC2114	SPRING	2	
17	AUC3232	NUT	2	
18	AUC2117	RING, sealing	2	
19	AUC2118	RING, sealing	2	
20	AUC3233	WASHER	2	
21	AUC3231	BEARING, lower	2	
22	AUC2120	WASHER, gland	4	
23	AUC2119	WASHER, gland	4	
24	AUC1158	SPRING, gland	2	
25	AUC3230	BEARING, upper	2	
26	AUC2122	WASHER, bearing	2	
27	AUD1291	NEEDLE, rich	2	'RH'
	AUD1276	NEEDLE, standard	2	'OA6'
	AUD1277	NEEDLE, weak	2	'OA7'
28	AUC5092	LEVER, jet, front carburettor	1	
30	AUC5004	WASHER, shakeproof	1	
31	AUC5091	LEVER, jet, rear carburettor	1	
32	AUC4667	SPRING, return	2	
33	AUC4819	LINK	2	
34	AUC2381	PIN, clevis	2	
35	ZPS204	SPLIT PIN	2	
36	AUC5009	PIN	2	
37	AUC5004	WASHER, shakeproof	2	
38	AUC2381	PIN, clevis	2	
39	ZPS204	SPLIT PIN	2	
42	AUC5002	WASHER, shakeproof	3	
46	AUC4765	SPINDLE, throttle, front	1	
48	AUC3464	SCREW	1	
49	AUC3465	SPRING	1	
50	AUD2906	PIN	1	
51	AUC4765	SPINDLE, throttle, rear	1	
53	AUC3464	SCREW	2	
54	AUC3465	SPRING	2	
55	AUD2906	PIN	1	
56	AUE180	LEVER, throttle	1	
57	AUC2694	BOLT	1	
58	WL700101	WASHER, locking	1	

59	AJD8012Z	NUT	1	
60	WZX1321	THROTTLE DISC KIT	2	
61	AUC1358	SCREW	4	
63	AUC4782	SPRING, return, front	1	
64	AUC4781	SPRING, return, rear	1	
65	AUC4771	SPRING CLIP	2	
66	AUC2669	BOLT	2	
67	AUC4612	WASHER	2	
68	AJD8014Z	NUT	2	
69	AUC3495	FLOAT CHAMBER, front	1	
70	AUC3496	FLOAT CHAMBER, rear	1	
71	AUC1335	BANJO BOLT	2	
72	AUC1337	WASHER, dished	2	
73	AUC1534	GROMMET	4	
74	WZX1303	FLOAT	2	
75	AUE255	FLOAT LID, front	1	
76	AUE254	FLOAT LID, rear	1	
77	AUC1147A	WASHER, lid	2	
78	WZX1101A	NEEDLE & SEAT	2	standard
	GAC9201X	GROSE JET	2	uprated
				(Superior replacement for original style needle & seat).
80	AUC1152	PIN	2	
81	AUC1867	CAP NUT	2	
82	AUC1557	WASHER	2	
83	AUC3202	PIPE, drain	2	
84	AUC1928	WASHER, fibre	2	
85	AUC2698	BANJO BOLT	2	
86	AUC2141	WASHER, sealing	4	
87	AUC1832	DOUBLE BANJO	1	
88	AUC2139	FILTER	2	
	WZX996	TRUNNION	1	inc. items 90, 91 & 92
90	AUC4916	TRUNNION	1	
91	AUC4915	ROD, link	1	
92	AJD8012Z	NUT	2	
93	AUC1006	WASHER, brass	1	
94	ZPS204	SPLIT PIN	1	
95	AUE75	COUPLING	1	
97	AUC2669	BOLT	2	
98	AUC4612	WASHER	2	
99	AJD8014Z	NUT	2	
100	AUC2694	BOLT	1	
101	WL700101	WASHER, locking	1	
102	AJD8012Z	NUT	1	
104	AUC8400	BOLT	1	
105	AUC8396	WASHER, plain	2	
106	AJD8012Z	NUT	1	
107	AUC1833	SINGLE BANJO	1	
	AUE801A	GASKET & SEAL KIT	2	services one carburettor
	GAC2103X	OVERHAUL KIT	2	services one carburettor, needle not included
	CRK210	OVERHAUL KIT	2	alternative



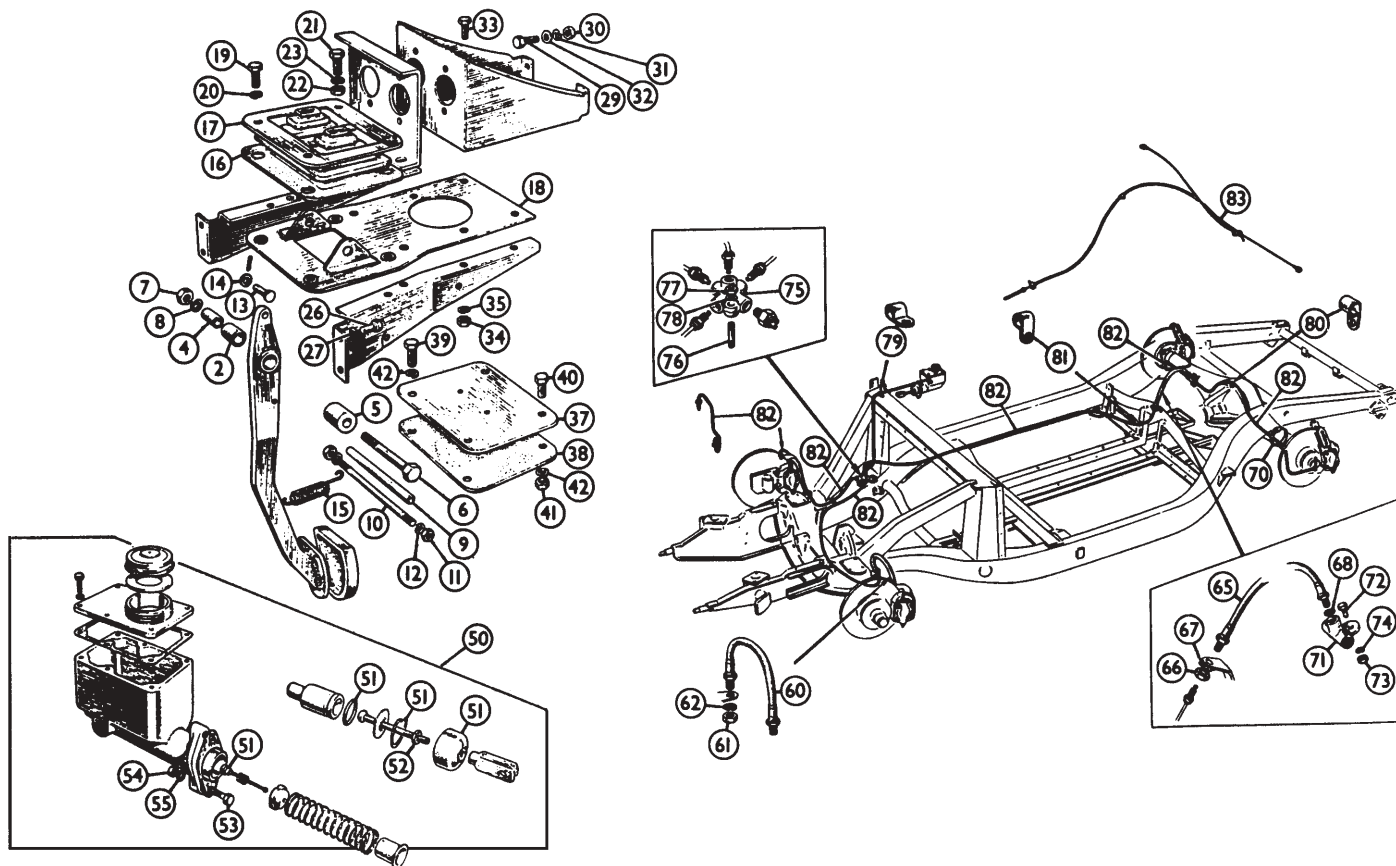
Engine Controls (Twin Cam)

ill	Part Number	Description	Req.	Details
1	AHH5300	ACCELERATOR PEDAL	1	RHD
2	AHH5301	BUSH	1	
3	AHH5306	FULCRUM PIN	1	
4	GHF201	NUT	1	
5	GHF332	WASHER, locking	1	
6	AHH5302	BRACKET	1	
7	SH604051	SCREW	4	
8	GHF300	WASHER, plain	4	
9	GHF331	WASHER, locking	4	
13	SH604051	SCREW	2	
14	GHF300	WASHER, plain	2	
15	GHF331	WASHER, locking	2	
17	SH604051	SCREW	3	
18	GHF300	WASHER, plain	3	
19	GHF331	WASHER, locking	3	
20	GPR105A	PAD, pedal	1	
21	AHH5303	DISTANCE TUBE	2	
22	AHH5304	STOP, pedal	1	
23	SE604121	SCREW	2	
24	GHF200	NUT	2	
25	GHF331	WASHER, locking	2	
26	GHF300	WASHER, plain	2	
28	AHH5380	STOP, adjustable	1	
29	SH604051	SCREW	2	
30	GHF331	WASHER, locking	2	
31	AHH5830	CABLE, accelerator	1	
32	ACA5289	TEE BARREL	1	
33	AHH5308	GUIDE, cable	1	
34	PMZ308	SCREW	2	
35	GHF206	NUT	2	
36	WL700101	WASHER, locking	2	
37	ACC5062	PIN, clamp plate	1	
38	GHF200	NUT	1	
40	12A4	BRACKET, return spring	1	
41	AHH5621	RETURN SPRING	1	
42	AHH5829	BRACKET, anchor	1	
45	ACH5112	ABUTMENT	1	
46	GHF206	NUT	1	
47	WL700101	WASHER, locking	1	
48	ACC5062	PIN, cable clamp	1	
49	GHF200	NUT	1	
50	GHF300	WASHER, plain	1	
51	AHH5623	BRACKET, pull-off spring	1	
52	AHH5624	SPRING, (pull-off)	1	
53	AHH5827	BRACKET, accelerator	1	
54	AHH5828	BRACKET, choke cable	1	
55	AHH5327	STARTER CABLE	1	RHD models
	AHH5330	STARTER CABLE	1	LHD models

57	RFR103	GROMMET	1	
58	3H950	COUPLING	1	
59	BHA4084	CHOKE CABLE	1	RHD models
	BHA4085	CHOKE CABLE	1	LHD models
61	PCR311	CLIP, cable	1	
62	RFR103	GROMMET, dash	1	

Exhaust System (Twin Cam)

NI	FSMGATC	EXHAUST SYSTEM (stainless steel).	1	comprises items 1, 2 & 3
1	FSMG4	FRONT PIPE	1	stainless steel
2	FSMG5	INTERMEDIATE PIPE	1	
3	FSMG6	SILENCER BOX	1	
10	GEX7196	OLIVE, sealing	2	
11	GEX7204	MOUNTING, intermediate	1	
12	GEX7182K	MOUNTING BUSH KIT	1	
13	GEX7182	BUSH	2	
14	GEX7183	HOUSING	1	
15	BH605221	BOLT	1	
16	GHF201	NUT	1	
17	GHF332	WASHER, locking	1	
18	GEX7188	MOUNTING, rear	1	for replacement exhaust
19	SH604041	SCREW	4	
20	GHF200	NUT	4	
21	GHF331	WASHER, locking	4	
22	BH604221	BOLT	1	
23	GHF200	NUT	1	
24	GHF331	WASHER, locking	1	
25	GHF300	WASHER, plain	2	
26	SH604041	SCREW	2	
27	GHF200	NUT	2	
28	GHF331	WASHER, locking	2	
29	GEX7185	STRAP, upper front mounting	1	
30	GEX7194	STRAP, lower front mounting	1	
31	SH605051	SCREW	1	
32	GHF201	NUT	1	
33	GHF332	WASHER, locking	1	
34	GHF301	WASHER, plain	1	
35	AHH5818	EXHAUST CLAMP	1	
36	GHF103	SCREW	1	
37	GHF201	NUT	1	
38	GHF332	WASHER, locking	1	
39	GEX9009	EXHAUST CLAMP	1	alternative to items 35-38



Pedal Box (Twin Cam & De luxe)

ill	Part Number	Description	Req.	Details
1	AHH5693	BRAKE PEDAL	1	RHD
2	AAA4129	BUSH	1	
3	AHH5100	PEDAL RUBBER	1	
4	AHH7201	DISTANCE PIECE	2	
5	AHH5728	SPACER, pedal	1	
6	BH606281	BOLT	1	
7	GHF202	NUT	1	
8	GHF333	WASHER, locking	1	
9	AHH5692	DISTANCE TUBE	1	
10	AHH5762	TUBE ROD	1	
11	GHF200	NUT	2	
12	GHF331	WASHER, locking	2	
13	CLZ515	CLEVIS PIN	1	
14	GHF301	WASHER, plain	1	
15	AAA1628	SPRING, pull-off	1	
16	AHH5689	DRAUGHT EXCLUDER, pedals	1	
17	AHH5688	PLATE, retaining	1	
18	AHH5687	PLATE, base	1	
19	GHF103	SCREW	2	
20	GHF332	WASHER, locking	2	
21	GHF120	SCREW	2	
22	GHF201	NUT	2	
23	GHF332	WASHER, locking	2	
26	SH605051	SCREW	4	
27	GHF332	WASHER, locking	4	
29	GHF120	SCREW	2	
30	GHF201	NUT	2	
31	GHF301	WASHER, plain	2	
32	GHF332	WASHER, locking	2	
33	GHF120	SCREW	6	
34	GHF201	NUT	6	
35	GHF332	WASHER, locking	6	
37	AHH5753	PLATE, blanking	1	
38	AHH5754	SEAL, blanking plate	1	
39	GHF103	SCREW	2	
40	GHF120	SCREW	2	

41	GHF201	NUT	2
42	GHF332	WASHER, locking	4

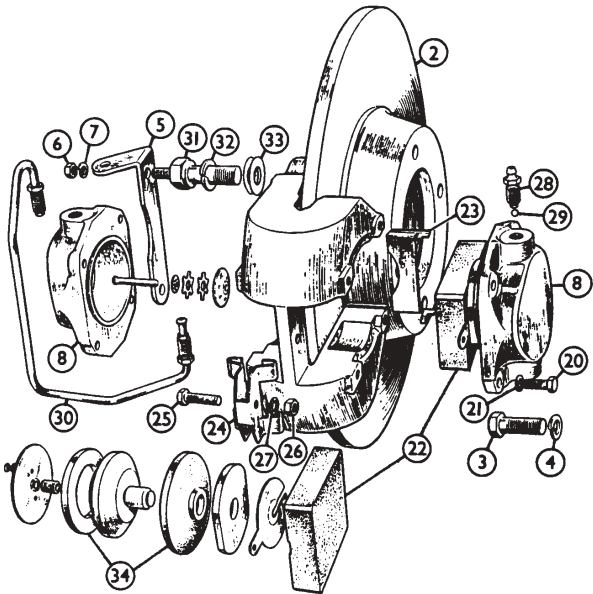
Brake Master Cylinder (Twin Cam & De luxe)

50	BHA4071E	BRAKE MASTER CYLINDER, Dunlop	1	original reconditioned
	BHA4157	BRAKE MASTER CYLINDER, Girling	1	alternative replacement
51	8G8495	REPAIR KIT, master cylinder	1	for original Dunlop cylinder
52	NT605041	NUT, locking	1	
53	SH605101	SCREW	2	
54	GHF222	NUT, locking	2	
55	GHF301	WASHER, plain	2	

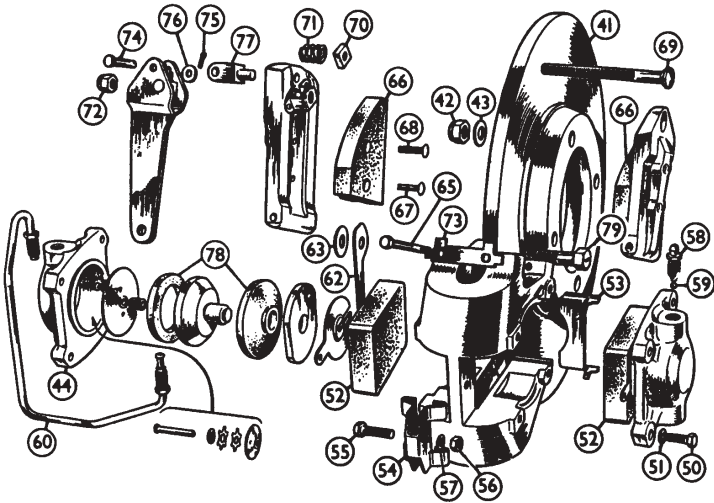
Brake Pipes & Handbrake Cable (Twin Cam & De luxe)

60	GBH165	BRAKE HOSE, front	2	
61	NT606041	NUT, locking	4	
62	GHF333	WASHER, locking	4	
65	GBH104	BRAKE HOSE, rear	1	
66	2K8686	NUT, locking	1	
67	WE600101	WASHER, shakeproof	1	
68	233220A	WASHER, sealing	1	
70	ACH8650	STRAP, pipe to axle	1	
71	AHH5772	CONNECTION, 3-way	1	
72	GHF101	SCREW	1	
73	GHF200	NUT	1	
74	GHF331	WASHER, locking	1	
75	AHH5771	CONNECTION, 5-way	1	
76	FHS2412	STUD	1	
77	GHF200	NUT	1	
78	GHF331	WASHER, locking	1	
79	PCR311	PIPE CLIP	1	
80	PCR311	PIPE CLIP	1	
81	PCR307	PIPE CLIP	1	
82	GB5051	COPPER BRAKE PIPE SET	1	RHD
	GB5051L	COPPER BRAKE PIPE SET	1	LHD
83	AHH5761	CABLE ASSEMBLY, handbrake	1	

Note: For other handbrake components, see page 25.



Front Brakes



Rear Brakes

Front Brakes (Twin Cam & De luxe)

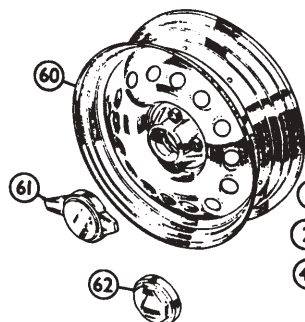
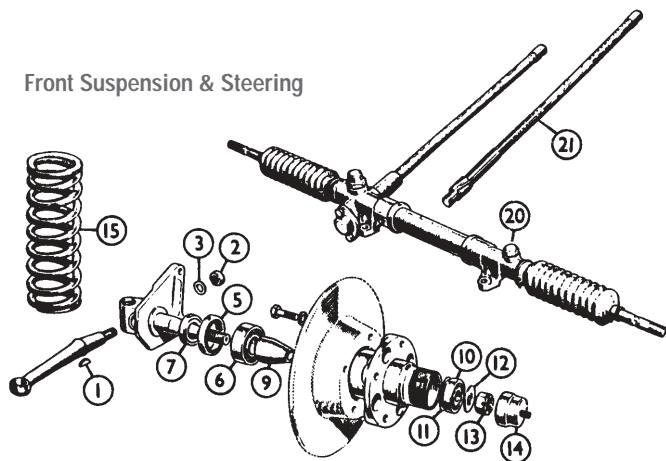
ill	Part Number	Description	Req.	Details
	BTB134E	FRONT CALIPER, RH	1	} reconditioned
	BTB135E	FRONT CALIPER, LH	1	
2	ATB4244	BRAKE DISC	2	
3	ATB4247	BOLT, brake disc	8	
4	GHF334	WASHER, locking	8	
5	ATB4256	BRACKET, hose, RH	1	
	ATB4257	BRACKET, hose, LH	1	
6	GHF201	NUT	4	
7	GHF332	WASHER, locking	4	
8	008777	CYLINDER & PISTON	4	
20	7H8206	BOLT, cylinder	16	
21	GHF321	WASHER, shakeproof	16	
22	GBP254	DISC PAD SET	1	
23	7H8202	SUPPORT PLATE	4	
24	7H8203	KEEP PLATE	2	
25	SH604071	SCREW	2	
26	GHF200	NUT	2	
27	GHF321	WASHER, shakeproof	2	
28	7H8252	BLEED NIPPLE	2	
29	BLS106	BALL, steel	2	
30	7H8210	BRIDGE PIPE, RH	1	
	7H8221	BRIDGE PIPE, LH	1	
31	ATB4255	BOLT, caliper mounting	4	
32	GHF335	WASHER, locking	4	
33	ATB4251	SHIM, 0.003"	a/r	
	ATB4252	SHIM, 0.005"	a/r	
	ATB4253	SHIM, 0.020"	a/r	
34	8G8194	REPAIR KIT, caliper	1	axle set

Rear Brakes (Twin Cam & De luxe)

	7H8258E	REAR CALIPER, RH	1	} reconditioned
	7H8259E	REAR CALIPER, LH	1	
41	ATB7254	BRAKE DISC	2	
42	GHF243	PINNACLE NUT	8	
43	GHF302	WASHER, plain	8	

44	008816	CYLINDER & PISTON	4	
50	7H8206	BOLT, cylinder	16	
51	GHF321	WASHER, shakeproof	16	
52	GBP254	DISC PAD SET	1	
53	7H8202	SUPPORT PLATE	4	
54	7H8203	KEEP PLATE	2	
55	SH604071	SCREW	2	
56	GHF200	NUT	2	
57	GHF321	WASHER, shakeproof	2	
58	7H8252	BLEED NIPPLE	2	
59	BLS106	BALL, steel	2	
60	7H8254	BRIDGE PIPE, RH	1	
	7H8255	BRIDGE PIPE, LH	1	
62	ATB7259	LOCK PLATE	2	
63	ATB7262	SHIM, 0.003"	a/r	
	ATB7263	SHIM, 0.005"	a/r	
	ATB7264	SHIM, 0.020"	a/r	
65	7H8245	BOLT, pivoting	4	handbrake pad carrier
66	8G8197	BRAKE PAD SET, handbrake	1	axle set
67	7H8250	RIVET, short	2	
68	7H8251	RIVET, long	2	
69	7H8241	BOLT, adjustment	2	
70	7H8241A	NUT, square	2	
71	7H8241B	SPRING	2	
72	LNZ105	NUT, locking	2	
73	7H8243	WASHER, tab	2	
74	7H8244	CLEVIS PIN	2	
75	GHF507	SPLIT PIN	2	
76	GHF300	WASHER, plain	2	
77	7H8245	BOLT, pivot	4	
78	012604	REPAIR KIT, caliper	1	axle set
79	ATB4247	BOLT, mounting caliper to axle	4	

Front Suspension & Steering



Rear Axle & Road Wheels

Front Suspension & Steering (Twin Cam & De luxe)

ill	Part Number	Description	Req.	Details
1	WKN506	KEY, woodruff	2	
2	GHF226	NUT, locking	2	
3	PWZ110	WASHER, plain	2	
5	GHS211	OIL SEAL	2	
6	GHB105	BEARING, inner	2	
7	ATB4243	COLLAR	2	
9	ATB4239	SPACER, bearing	2	
10	GHB102	BEARING, outer	2	
11	ATB4240	SHIM, 0.003"	a/r	
	ATB4241	SHIM, 0.005"	a/r	
	ATB4242	SHIM, 0.010"	a/r	
12	1A4742	WASHER, retaining	2	
13	53K330	NUT, castle head	2	
14	BTC392	GREASE CUP	2	
15	AHH5789	ROAD SPRING	2	
20	AHH6038E	STEERING RACK, RHD	1	reconditioned
	AHH6039E	STEERING RACK, LHD	1	
21	AHH6036	STEERING PINION, RHD	1	

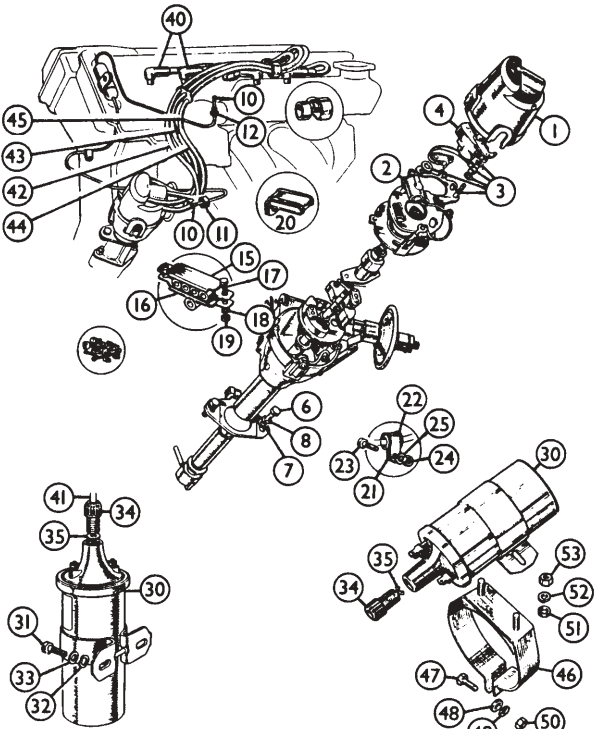
Note: For all other front suspension components see page 27, and for all other rear suspension components see page 28.

Note: For all other steering rack components, please see page 26.

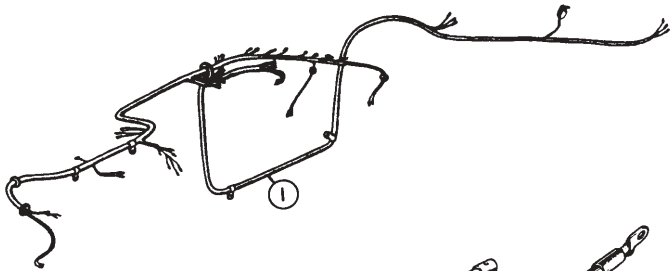
Rear Axle & Road Wheels (Twin Cam & De luxe)

2	1G7448	NUT, RH thread	1	
	1G7582	NUT, LH thread	1	
3	2A7226	STUD	10	
4	GHF202	NUT	2	
5	1G7584	WASHER, locking	2	
6	GHF201	NUT	10	
7	GHF332	WASHER, locking	10	
8	6K499	DRAIN PLUG	1	
9	6K499	FILLER PLUG	1	
10	21H6060	BREATHER	1	
11	1G7465	GASKET	1	
13	51K886	STUD	4	
15	GHF334	WASHER, locking	4	

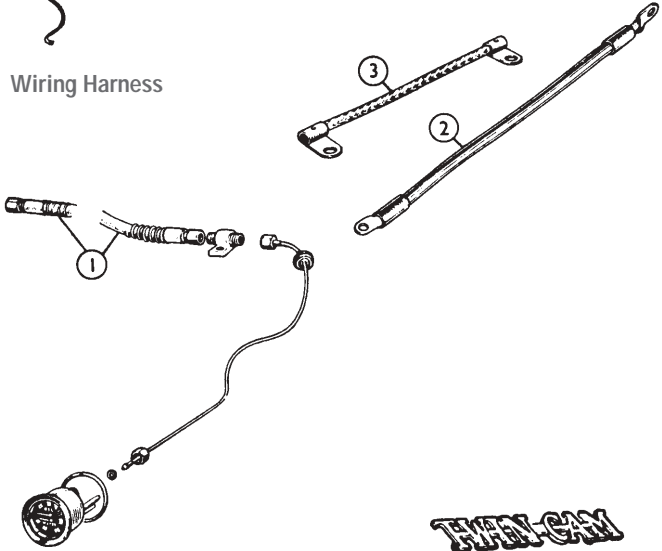
16	GHF203	NUT	4	
17	CHM163	BEARING	2	
18	2K7993	SHIM, 0.002"	a/r	
	ATB7239	SHIM, 0.003"	a/r	
	1G7600	SHIM, 0.010"	a/r	
19	BTB328	CAGE, differential	1	
20	BTB150	WHEEL, differential	2	from Chassis no. 2371
21	ATB7072	THRUST WASHER	2	
22	ATB7123	PINION, differential	2	
23	1G7445	THRUST WASHER	2	
24	1G7444	PIN, pinion	1	
27	ATA7043	BOLT	8	
28	6K875	WASHER, locking	4	
29	ATB7064	THRUST WASHER, 0.126"	a/r	
	ATB7065	THRUST WASHER, 0.124"	a/r	
	ATB7066	THRUST WASHER, 0.122"	a/r	
	ATB7067	THRUST WASHER, 0.120"	a/r	
	ATB7068	THRUST WASHER, 0.118"	a/r	
	ATB7069	THRUST WASHER, 0.116"	a/r	
	ATB7070	THRUST WASHER, 0.114"	a/r	
	ATB7071	THRUST WASHER, 0.112"	a/r	
30	100897A	BEARING, inner	1	
31	1B7240	SPACER, bearing	1	
32	2A7213	BEARING, outer	1	
33	ATB7102	SHIM, 0.004"	a/r	
	ATB7103	SHIM, 0.006"	a/r	
	ATB7106	SHIM, 0.012"	a/r	
	ATB7107	SHIM, 0.020"	a/r	
	ATB7108	SHIM, 0.030"	a/r	
34	88G320	OIL SEAL	1	
40	ATB7258	BOLT	8	
41	GHF202	NUT	8	
42	GHF333	WASHER, locking	8	
45	ATB7248	STUD, disc plate to housing	8	
46	ATB7249	STUD, extension to housing	8	
47	ATB7255	GASKET, hub	2	
48	ATB7206	AXLE SHAFT, 10 spline	2	
	ATB7386	AXLE SHAFT, 26 spline	2	
	BTB153	AXLE SHAFT, 25 spline	2	
50	2K8160	PLUG, welch	2	
51	GHF244	NUT, pinnacle	8	
52	GHS211	OIL SEAL	2	
53	GHB127	BEARING, hub	2	
54	88G283	GEAR SET, 10/43 (4.300:1)	1	



Ignition



Wiring Harness



Oil Pressure Gauge

Ignition (Twin Cam & De luxe)

ill	Part Number	Description	Req.	Details
1	GDC102	DISTRIBUTOR CAP	1	Twin cam only
2	GSC111	CONDENSER	1	
3	GCS107	CONTACT SET, original type	1	
	GCS101	CONTACT SET, one piece type	1	
4	GRA101	ROTOR ARM	1	Twin Cam when vacuum advance is fitted
6	SH504061	SET SCREW	2	
7	GHF300	WASHER, plain	2	
8	GHF331	WASHER, locking	2	
10	6K649	OLIVE	2	Twin Cam only
11	2A459	NUT	1	
12	6K650	NUT	1	
15	11B282	CABLE CLAMP, upper	1	
16	AEH624	CABLE CLAMP, lower	1	Twin Cam models
17	SH604051	SET SCREW	2	
18	GHF332	WASHER, locking	2	
19	GHF200	NUT	2	
20	AEH627	CABLE CLIP	2	Twin Cam only
21	PCR709	CABLE CLIP	1	
22	ACH8529	RUBBER SLEEVE	1	
23	SH604051	SET SCREW	1	
24	GHF200	NUT	1	Twin Cam models
25	GHF331	WASHER, locking	1	
NI	BP7ES	SPARK PLUG	4	
30	GCL101	IGNITION COIL, screw-in type	1	
	TT2981	LUCAS SPORTS COIL	1	push-in HT connector
31	SH605051	SET SCREW	2	Twin Cam only
32	GHF301	WASHER, plain	2	
33	GHF332	WASHER, locking	2	
34	105036	NUT, coil lead	1	
35	214279A	WASHER, copper	1	Twin Cam only
40	3H1422	SUPPRESSOR CAP	4	
41	AAA5981M	HT LEAD	5	
NI	BP7ES	SPARK PLUG, standard	4	
NI	BP6ES	SPARK PLUG, fast road	4	

HT lead is sold by the metre length, but curiously the measurements for each lead is given here in imperial inches. The coil to distributor is lead is 17" length. The leads from distributor to plugs are as follows: No.1 = 28", No.2 = 28 1/2", No.3 = 3 2", No.4 = 33".

46	12H51	BRACKET, coil mounting	1	De Luxe only
47	SH604161	SCREW, clamp	1	
48	PWZ204	WASHER, plain	2	
49	GHF331	WASHER, locking	1	
50	GHF200	NUT	1	
51	PWZ205	WASHER, plain	2	
52	GHF332	WASHER, locking	2	
53	GHF201	NUT	2	
	GHT102X	HT LEAD SET, (original)	1	
	GHT102B	HT LEAD SET, push on type	1	
	3H1422	SUPPRESSOR CAP, (for AAA5981M)	4	

Wiring Harness (Twin Cam & De luxe)

1	ML596	HARNESS, complete cloth covered	1	Twin Cam to chassis no 2192
	ML597	HARNESS, complete cloth covered	1	Twin Cam from chassis no 2193
2	BHA4133	CABLE, starter switch to starter	1	Twin Cam
3	2K6167	STRAP, engine earth	1	and De Luxe

Oil Pressure Gauge (Twin Cam & De luxe)

1	AHH5820	HOSE, flexible, oil pressure	1	Twin Cam and De Luxe
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Body & Badges (Twin Cam & De luxe)

AFH5472	BULKHEAD	1	Twin Cam & De Luxe
AFH4893	PANEL, radiator duct	1	Twin Cam
AFH5844*	PANEL, front wheel arch, RH	1	Twin Cam only
AFH5845*	PANEL, front wheel arch, LH	1	(inspection)

*Note: Twin Cam wheel arches are not available; please use standard wheel arches (see page 42) and modify to accept the inspection panels. Body panels not unique to the Twin Cam models may be found in the Body Panels section, pages 42 to 44. Chassis refurbishment is also available, see page 41.

AHH5781K	PACKING SET, complete	1	body to chassis
AHH5729	MOTIF, 'Twin Cam'	3	

General Hardware & Fixings

Following is a listing of the common fasteners used on MG cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts and screws; nuts & washers are coded by a similar system that follows some of the above principles.

Bolts and Set Screws

3/16" UNF

Hexagon Headed 3/8" A.F. Spanner Size.		
Bolt	Length	Set Screw
	3/8"	HU503
	1/2"	HU504
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

1/4" UNF

Hexagon Headed 7/16" A.F. Spanner Size.		
Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	SH604061
	7/8"	SH604071
BH604081	1"	SH604081
BH604091	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	
BH604201	2 1/2"	
BH604241	3"	

5/16" UNF

Hexagon Headed 1/2" A.F. Spanner Size.		
Bolt	Length	Set Screw
	3/8"	SH605031
	1/2"	SH605041
	5/8"	SH605051
	3/4"	SH605061
	7/8"	SH605071
	1"	SH605081
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

3/8" UNF

Hexagon Headed 9/16" A.F. Spanner Size.		
Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
BH606081	1"	SH606081
BH606091	1 1/8"	SH606091
BH606101	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121
BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201
BH606221	2 3/4"	
BH606241	3"	

3/8" UNF (Continued)

Hexagon Headed 9/16" A.F. Spanner Size.		
Bolt	Length	Set Screw
BH606281	3 1/2"	
BH606321	4"	

7/16" UNF

Hexagon Headed 5/8" A.F. Spanner Size.		
Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

1/2" UNF

Hexagon Headed 3/4" A.F. Spanner Size.		
Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
BH608141	1 3/4"	SH608141
BH608161	2"	
BH608181	2 1/4"	
BH608201	2 1/2"	SH608201
BH608241	3"	

1/4" UNC

Hexagon Headed 7/16" A.F. Spanner Size.		
Bolt	Length	Set Screw
	3/8"	SH504031
	1/2"	SH504041
	5/8"	SH504051
	3/4"	SH504061
	7/8"	SH504071
	1"	SH504081
BH504091	1 1/8"	SH504091
	1 1/4"	SH504101
BH504111	1 3/8"	SH504111
BH504121	1 1/2"	SH504121
BH504141	1 3/4"	SH504141
BH504161	2"	
BH504181	2 1/4"	SH504181
BH504201	2 1/2"	

5/16" UNC

Hexagon Headed 1/2" A.F. Spanner Size.		
Bolt	Length	Set Screw
	3/8"	SH505031
	1/2"	SH505041
	5/8"	SH505051
	3/4"	SH505061
	7/8"	SH505071
	1"	SH505081
	1 1/8"	SH505091
BH505101	1 1/4"	SH505101
BH505111	1 3/8"	SH505111
BH505121	1 1/2"	SH505121
BH505141	1 3/4"	SH505141
BH505161	2"	
BH505181	2 1/4"	
BH505201	2 1/2"	SH505201
BH505241	3"	

3/8" UNC

Hexagon Headed 9/16" A.F. Spanner Size.		
Bolt	Length	Set Screw
	1/2"	SH506041
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091
	1 1/4"	SH506101
BH506111	1 3/8"	SH506111
BH506121	1 1/2"	SH506121
BH506141	1 3/4"	

3/8" UNC (Continued)
Hexagon Headed 9/16" A.F. Spanner Size.

Bolt	Length	Set Screw
BH506161	2"	SH506161
BH506181	2 1/4"	
BH506201	2 1/2"	
BH506241	3"	SH506241

Screws

Self Tapping Screws

Pan Headed	Size	Length	Countersunk Headed
AB604021	No. 4	1/4"	AC604021
AB606021	No. 6	1/4"	
AB606031	No. 6	3/8"	
AB606041	No. 6	1/2"	AC606041
AB606061	No. 6	3/4"	AC606061
AB606081	No. 6	1"	AC606081
AB608041	No. 8	1/2"	AC608041
AB608061	No. 8	3/4"	AC608061
AB608081	No. 8	1"	
AB610041	No. 10	1/2"	AC610041
AB610061	No. 10	3/4"	AC610061
AB610081	No. 10	1"	AC610081
AB612041	No. 12	1/2"	AC612041
AB612061	No. 12	3/4"	
AB612081	No. 12	1"	AC612081
AB614061	No. 14	3/4"	AC614061
AB614081	No. 14	1"	AC614081

B	= Pan Head
C	= Countersunk Head
1st digit	= thread type (coarse or fine)
2nd/3rd digit	= diameter
4th/5th	= length in 1/8" increments
6th	= finish (1 = zinc plated)

Screws (Cross Slot)

Pan Headed	Size	Length	Countersunk Headed
PMZ204	No. 6 UNC	1/4"	CMZ204
PMZ208	No. 6 UNC	1/2"	CMZ208
PMZ304	No. 10 UNF	1/4"	CMZ304
PMZ305	No. 10 UNF	5/16"	CMZ305
PMZ306	No. 10 UNF	3/8"	CMZ306
PMZ307	No. 10 UNF	7/16"	CMZ307
PMZ308	No. 10 UNF	1/2"	CMZ308
PMZ310	No. 10 UNF	5/8"	CMZ310
PMZ312	No. 10 UNF	3/4"	CMZ312
PMZ314	No. 10 UNF	7/8"	
PMZ316	No. 10 UNF	1"	CMZ316
SE604041	1/4" UNF	1/2"	SF604041
SE604051	1/4" UNF	5/8"	SF604051
SE604061	1/4" UNF	3/4"	SF604061
SE604071	1/4" UNF	7/8"	SF604071
SE604081	1/4" UNF	1"	SF604081
SE604121	1/4" UNF	1 1/2"	SF604121
	1/4" UNF	1 3/4"	CMZ428
SE605061	5/16" UNF	3/4"	SF605061
SE605081	5/16" UNF	1"	SF605081

Nuts

Nuts: Plain

Full Nut	Thread Size	Spanner Size	Half Nut
HN2003	No. 6 UNF	5/16"	
HN2005	3/16" UNF	3/8"	
GHF206	3/16" UNF	5/16"	
HN2007	1/4" UNF	7/16"	NJ2107
HN2008	5/16" UNF	1/2"	JN2108
HN2009	3/8" UNF	9/16"	JN2109
HN2010	7/16" UNF	5/8"	JN2110
HN2011	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159

Nuts: Nyloc Self Locking

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
YN2907	1/4" UNF	7/16"	GHF271
YN2908	5/16" UNF	1/2"	TN3208
YN2909	3/8" UNF	9/16"	TN3209
YN2910	7/16" UNF	5/8"	TN3210
YN2911	1/2" UNF	3/4"	TN3211
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

Nuts: Self Locking, 'Aero' or all metal, 'Phillidas'

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

Nuts: Slotted

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	LN2211
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

Nuts: Plain Brass - Manifold

Full Nut	Thread Size	Spanner Size
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" UNC	1/2"
GHF269	3/8" UNC	9/16"

Spring/Spire Nut

Flat Type	Screw Size	'U' Type
GHF700	No. 6	GHF711
GHF701	No. 8	GHF712
GHF702	No. 10	GHF713
GHF703	No. 12	GHF714
GHF704	No. 14	

Captive Nuts

Captive nuts consist of a square nut & cage which we supply individually as required. Always match nut & cage A.F. sizes.

Part Number	Description	Thread Size
NQ2707	Nut, 7/16" AF	1/4"
NQ2708	Nut, 5/8" AF	5/16"
CN4	Nut, fits CN3 cage	1/4"
CN5	Nut, /2" AF	5/16"

Part Number	Description	Spanner (AF) Size
CN2	Cage, square	7/16"
CN3	Cage, oblong	7/16"
600032	Cage, square	1/2"

Washers

Shake-proof Washers

Internal Star	Hole Size	External Star
WF704061	No. 6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
WF600081	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

Locking Washers: Spring Type

Single Coil	Hole Size	Double Coil
WL700061	No. 6	
WL700081	No. 8	
WL700101	3/16"	AJD7721

Locking Washers: Spring Type (Continued)

Single Coil	Hole Size	Double Coil
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

Plain Washers

Standard Type	Hole Size	Repair Type
	No. 6	WP3
	No. 8	WP4
GHF306	3/16"	WP5
GHF300	1/4"	WP120
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

Sealing Washers

Fibre Washer	Hole Size	Copper Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

Studs

Studs: UNF

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"
TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

Studs: UNF/UNC

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"
TE505111	5/16"	1 3/8"
TE505121	5/16"	1 1/2"
TE505131	5/16"	1 5/8"
TE505141	5/16"	1 3/4"
TE505151	5/16"	1 7/8"
TE505161	5/16"	2"
TE505181	5/16"	2 1/4"
TE505201	5/16"	2 1/2"
TE505221	5/16"	2 3/4"
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"

Studs: UNF/UNC (Continued)

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following studs have course (UNC) threads at both ends.

Part Number	Diameter	Overall length
101442	3/8"	1 5/8"
058688	3/8"	1 11/16"
115696	3/8"	1 13/16"
058917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

Dowels

Part Number	Dia.	Overall length
DP204	1/8"	1/4"
DP205	1/8"	5/16"
DP306	3/16"	3/8"
DP407	1/4"	7/16"
DP408	1/4"	1/2"
DP410	1/4"	5/8"
DP411	1/4"	11/16"

Part Number	Dia.	Overall length
DP414	1/4"	7/8"
DP508	5/16"	1/2"
DP514	5/16"	7/8"
DP608	3/8"	1/2"
DP610	3/8"	5/8"
DP610	3/8"	1 3/16"

Clevis Pins

(Measured from under head to end).

Part Number	Length	Dia.
108326	1/2"	1/8"
PJ8504	3/8"	3/16"
CLZ307	7/16"	3/16"
CLZ308	1/2"	3/16"
CLZ309	9/16"	3/16"
CLZ310	5/8"	3/16"
CLZ311	11/16"	3/16"
CLZ312	3/4"	3/16"
CLZ313	13/16"	3/16"
CLZ314	7/8"	3/16"
CLZ315	15/16"	3/16"
CLZ316	1"	3/16"
CLZ317	1 1/16"	3/16"
	3/8"	1/4"
	7/16"	1/4"
CLZ408	1/2"	1/4"
CLZ409	9/16"	1/4"
CLZ410	5/8"	1/4"
CLZ411	11/16"	1/4"

Part Number	Length	Dia.
CLZ412	3/4"	1/4"
CLZ413	13/16"	1/4"
CLZ414	7/8"	1/4"
CLZ415	15/16"	1/4"
CLZ416	1"	1/4"
CLZ417	1 1/16"	1/4"
CLZ427	1 11/16"	1/4"
	1/2"	5/16"
	9/16"	5/16"
CLZ510	5/8"	5/16"
CLZ511	11/16"	5/16"
CLZ512	3/4"	5/16"
CLZ513	13/16"	5/16"
CLZ514	7/8"	5/16"
CLZ515	15/16"	5/16"
CLZ516	1"	5/16"
CLZ517	1 1/16"	5/16"
CLZ518	1 1/8"	5/16"

Split Pins

Part Number	Length	Dia.
GHF500	1 1/2"	1/16"
GHF501	1 1/2"	5/64"
GHF502	1 1/2"	3/32"
GHF503	2 1/4"	7/64"

Part Number	Length	Dia.
GHF504	2 1/4"	1/8"
GHF505	2 1/4"	9/64"
GHF506	2 1/4"	5/32"
GHF513	3"	5/16"

Pipes, Hardware and Fittings

Brake & Fuel Pipe

Supplied in 25 foot rolls.

Part Number	Material	Diameter
MPKF125	Cupro-nickel	3/16"
MPKF225	Cupro-nickel	1/4"
MPKF325	Cupro-nickel	5/16"
EF125	Steel	3/16"
EF225	Steel	1/4"
EF325	Steel	5/16"

Male Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1	TM606031	3/8" UNF	3/16"
AEHU2	TM110051	10mm x 1mm	3/16"
AEHU3	LK21994	3/8" BSF	3/16"

Male Pipe Nuts (Continued)

Brass	Steel	Thread	Pipe
Part Number	Part Number	Size	Bore
	BCA4370	7/16" UNF	3/16"
AEHU7	BHA4706	7/16" UNF	1/4"
	AUSU40A	1/2" UNF	5/16"

Female Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1A	TN606031	3/8" UNF	3/16"
AEHU2A	SU2A	10mm x 1mm	3/16"
AEHU4A	SU4A	7/16" UNF	1/4"
	HU41A	1/2" UNF	5/16"

Bleed Screws

Part Number	Thread Size
556508A	3/8" UNF
608400A	10mm metric
27H7166	3/8" BSF

Pipe Clips

Part Number	Capacity
GHF1191	SINGLE, 3/16"
GHF1192	SINGLE, 1/4"
624155	DOUBLE, 3/16"

Grease Nipples

Part Number	Thread Size	Angle
UHN400	1/8" BSP	straight, short
UHN445	1/8" BSP	450 angle
LN30041	1/8" BSP	900 angle
144825	1/8" BSP	straight, long
056935	1/4" BSP	straight
125361	1/4" BSP	450 angle
056934	1/4" BSP	900 angle

Hose Clamps

Fuel Pipe Clips (Metric)

('Enots' type).

Part Number	to suit diameter	Part Number	to suit diameter
GGT1108X	8mm	GGT1113X	13mm
GGT1109X	9mm	GGT1114X	14mm
GGT1110X	10mm	GGT1115X	15mm
GGT1111X	11mm	GGT1116X	16mm
GGT1112X	12mm	GGT1117X	17mm

Hose Clips ('Jubilee' type)

Mild Steel (Imperial).

Part Number	to suit diameter	Part Number	to suit diameter
GHC304	3/8" - 1/2"	GHC1015	1 3/8" - 2"
GHC405	7/16" - 5/8"	GHC1217	1 1/2" - 2 1/4"
GHC406	1/2" - 3/4"	GHC1622	2" - 2 3/4"
GHC507	5/8" - 7/8"	GHC2228	2 3/4" - 3 1/2"
GHC608	3/4" - 1"	GHC2632	3 1/4" - 4"
GHC709	5/8" - 1 1/8"	GHC3036	3 3/4" - 4 1/2"
GHC811	1" - 1 3/8"	GHC3340	4 1/8" - 5"
GHC913	1 1/8" - 1 5/8"		

Stainless Steel (Metric)

Part Number	to suit diameter	Part Number	to suit diameter
GHC10408	8 - 12 mm	GHC10416	32 - 50 mm
GHC10410	12 - 18 mm	GHC10417	46 - 60 mm
GHC10411	8 - 16 mm	GHC10418	50 - 70 mm
GHC10412	12 - 20 mm	GHC10419	60 - 80 mm
GHC10413	16 - 25 mm	GHC10420	70 - 90 mm
GHC10414	20 - 32 mm	GHC10421	80 - 100 mm
GHC10415	25 - 40 mm		

Hose Clips ('Supergrip' type)

(With single slotted hexagon head).

Part Number	to suit diameter	Part Number	to suit diameter
CS4009	7/16" - 9/16"	CS4023	1 1/4" - 1 7/16"
CS4011	1/2" - 11/16"	CS4024	1 5/16" - 1 1/2"
CS4012	9/16" - 3/4"	CS4025	1 3/8" - 1 9/16"
CS4013	5/8" - 13/16"	CS4026	1 7/16" - 1 5/8"
CS4014	11/16" - 7/8"	CS4028	1 9/16" - 1 3/4"
CS4016	3/4" - 1"	CS4029	1 5/8" - 1 13/16"
CS4017	13/16" - 1 1/16"	CS4030	1 11/16" - 1 7/8"
CS4018	7/8" - 1 1/8"	CS4032	1 7/8" - 2"

Hose Clips ('Supergrip' type) (Continued)

(With single slotted hexagon head).

Part Number	to suit diameter	Part Number	to suit diameter
CS4020	1" - 1 1/4"	CS4034	1 15/16" - 2 1/8"
CS4022	1 1/8" - 1 3/8"	CS4036	2 1/16" - 2 1/4"
CS4037	2 1/8" - 2 5/16"	CS4041	2 3/8" - 2 9/16"
CS4038	2 3/16" - 2 7/16"	CS4042	2 7/16" - 2 5/8"
CS4039	2 1/4" - 2 7/16"	CS4048	2 13/16" - 3"
CS4040	2 5/16" - 2 1/2"	CS4052	3 1/16" - 3 1/4"

Original "Supergrip" clips were supplied with a with single slotted round-head screw. The modern replacement comes with a hexagon headed screw. For the authentic look we have resourced the original type screw, (sold separately).

CS4099 (round-head screw)

'P' Clips

Imperial

Part Number	Cable Dia.	Hole size	Part Number	Cable Dia.	Hole size
PCR207	1/8"	7/32"	PCR807	1/2"	7/32"
PCR307	3/16"	7/32"	PCR809	1/2"	9/32"
PCR309	3/16"	9/32"	PCR811	1/2"	11/32"
PCR311	3/16"	11/32"	PCR813	1/2"	13/32"
PCR407	1/4"	7/32"	PCR1007	5/8"	7/32"
PCR409	1/4"	9/32"	PCR1009	5/8"	9/32"
PCR411	1/4"	11/32"	PCR1011	5/8"	11/32"
PCR507	5/16"	7/32"	PCR1207	3/4"	7/32"
PCR509	5/16"	9/32"	PCR1209	3/4"	9/32"
PCR511	5/16"	11/32"	PCR1211	3/4"	11/32"
PCR607	3/8"	7/32"	PCR1407	7/8"	7/32"
PCR609	3/8"	9/32"	PCR1409	7/8"	9/32"
PCR611	3/8"	11/32"	PCR1411	7/8"	11/32"
PCR707	7/16"	7/32"	PCR1607	1"	7/32"
PCR709	7/16"	9/32"			
PCR711	7/16"	11/32"			

Metric

Part Number	Cable Diameter	Hole size
CP105081	8mm	5mm
CP108101	10mm	8mm
CP108121	12mm	8mm
CP106161	16mm	6mm
CP108165	16mm	8mm

Steel Balls

Part Number	Diameter
BLS106	3/16"
BLS108	1/4"
BLS110	5/16"
BLS112	3/8"
BLS28	7/16"

Pop Rivets

Open End Type	Closed End Type		
Part Number	Diameter	Part Number	Diameter
RA607096	2.9 x 5mm	RU608123	1/8" x 3/8"
RA608126	1/8" x 3/16"	RU608313	1/8" x 1/2"
RA608176	1/8" x 1/4"	RU612123	3/16" x 5/16"
RA608236	1/8" x 5/16"		
RA608253	1/8" x 3/8"		

Cable Ties

Part Number	Length
GHF1265	3 1/2"
GHF1266	5 1/4"
RTC222A	6"
GHF1267	8 3/4"
GHF1268	11"



1



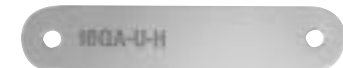
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22

Chassis/Engine & Identification Plates

These are quality photo etched reproductions of the original plates. If your chassis ID plate is missing, the actual chassis number is stamped on the cross member directly in front of the right hand seat. The red & black 'Auster' nameplate is fitted on all roadsters on the centre of the lower windscreen frame rail.

NI	CRMGK514	PLATE & DECAL SET, Coupe (Set includes all items marked*).	1	car & under-bonnet
NI	CRMGK515	PLATE & DECAL SET, Roadster (Set includes all items marked* plus the 'Auster' plate).	1	car & under-bonnet
NI	CRCP340A	CHASSIS ID PLATE	1	early 1500cc
1	CRCP340*	CHASSIS ID PLATE	1	late 1500cc, 1600cc & MkII
	FAS3	SCREWS, chassis plate	4	
	FAS4	NUTS, chassis plate	4	
2	CRCP341*	'PATENT' NUMBER PLATE	1	
3	CRCP343	'ENGINE NO'. PLATE, (blank)	1	all
NI	CRCP386	'ENGINE NO'. PLATE, BP15GB	1	early 1500cc
NI	CRCP387	'ENGINE NO'. PLATE, 15GB-U-H	1	mid' 1500cc
4	CRCP388	'ENGINE NO'. PLATE, 15GD-U-H	1	late 1500cc
5	CRCP389	'ENGINE NO'. PLATE, 16GA-U-H	1	1600cc
NI	CRCP390	'ENGINE NO'. PLATE, 16GC-U-H	1	1622cc
NI	CRCP391	'ENGINE NO'. PLATE, 16GB-U-H	1	Twin cam

	FAS2	RIVET, engine no. plate	2	
6	CRB204	'FIRING ORDER' PLATE, brass	1	1500cc
7	CRB205	'FIRING ORDER' PLATE, brass	1	1600cc
8	CRCP349*	'MG' PLATE	1	} rocker cover
9	CRCP350*	'WESTLAKE' PATENT PLATE	1	
	AHA9999	RIVET, rocker cover plate	4	
NI	CRB213	'MORRIS', radiator late,	1	
10	CRCP329	'AUSTER', windscreen plate	1	Roadsters
	FAS1	RIVETS, for 'Auster' plate	2	
11	CRCP302*	'HEATER NO'. PLATE, 'Smiths'	1	
12	CRCP303*	'HEATER CAUTION' PLATE	1	
	GHF600	RIVET, heater plates	1	
13	CRST156	'LUCAS' DECAL, ignition coil	1	
14	CRST191	'LUCAS', BATTERY DECAL	1	
15	CRST122	WIRING HARNESS LABEL	1	
16	CRST124*	'TUDOR' DECAL, washer bottle	1	
17	CRST236	'VOKES' DECAL, air cleaner	2	Twin Cam
18	CRCP395	CARB' ID TAG, (AUC784)	2	1500cc
NI	CRCP393	CARB' ID TAG, (AUC943)	2	1600cc, 1600cc MkII
19	CRCP394	CARB' ID TAG, (AUC877)	2	Twin Cam
20	CRST212	'SU' DECAL, fuel pump	1	
21	CRST223	'DUNLOP' DECAL, road wheel	4	Twin Cam
22	CRST255	'HT' LABEL SET	1	

[illegible]

Paint & Colour Codes

Here is a list of the colours used on the MGA. The colours are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this reason before you start, we recommend that you do a test spray of any aerosol on a piece of old metal or a carefully selected area of the car where a mismatch will not be noticed. The boot or spare wheel area is often a convenient place to do your testing.

We can supply paint in either aerosol or brush-on format (not for spray shop use). The aerosols come in 400ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (#except for engine and chassis paints, which are supplied in 500ml tins).

Key to Paint Codes

Orient Red (3)
CCRD3 (TU)

Bleeding to right hand edge of this page are the paint colours applied to MGA models during production (see example left).

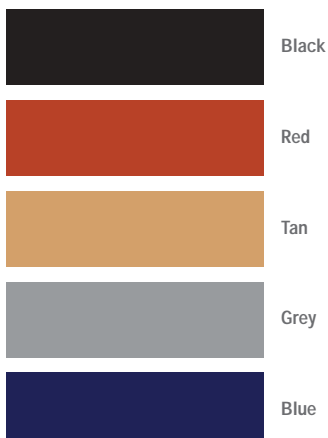
- Orient Red - Is the colour name.
- (3) - The figure in brackets is the original MG factory paint code.
- CCRD3 - Is the Moss paint code.
- (TU) - Means that a touch up option is available.
- *NLA - Means that the colour is no longer available from Moss.

Thus Orient Red (paint code 3) was available for all model year cars. It is available from Moss as an aerosol (part no. CCRD3) or as a touch up can (part no. CCRD9TU).



Trim Colours

Moss supply trim for the MGA, 1500cc, 1600cc and Twin Cam, from complete interior trim kits right through to replacement door trim panels. Moss can supply these in both leather and vinyl materials. The colours available were: black, red, tan, grey and blue. Our interior trim kits are all made from original colour vinyls of correct specification mounted on accurately die cut boards. Much time and money has been invested in producing exact replacement parts including the tooling to produce original heat formed patterns. Please see the colour chart below or contact Moss Europe for full details.



Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.

MGA 1500 and Early Twin Cam

Old English White (3)
CCWT3 (TU)

Black (1)
CCSB1 (TU)

Orient Red (3)
CCRD3 (TU)

Mineral Blue Coupe only (9)
CCBU9 (TU)

Glacier Blue Roadster only (4)
CCBU4 (TU)

Island Green Coupe to 48979 (6)
CCGN6 (TU)

Tyrolite Green Roadster to 48979 (7)
CCGN7 (TU) *NLA

Ash Green from to 48980 (2)
CCGN2 (TU) *NLA

MGA 1600, MkII and Twin Cam

Old English White (3)
CCWT3 (TU)

Black (1)
CCSB1 (TU)

Chariot Red (16A)
CCRD16A (TU)

Iris Blue (12A)
CCBU12A (TU)

Dove Grey (26)
CCGR26 (TU)

Alamo Beige (26)
CCBG9 (TU)

Miscellaneous Paints

Tan hood frame
CCHP1

Maroon engine paint#
CCEP1 (TU)

Silver wheel paint
CCWP1 (TU)

Black Enamel chassis paint#
CCCB1 (TU)

Black Semi-gloss air cleaner
CCSB1 (TU)

Yellow cooling fan
CCEP11 (TU)

Grey Primer high build
CCP1 (TU)



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