

1 **243-705 LUGGAGE RACK MG TD with Original Steel Wheels**

2 *If your TD has been converted to wire wheels, please see the note on page 11 before you do anything else.*

3 **Installation Instructions**

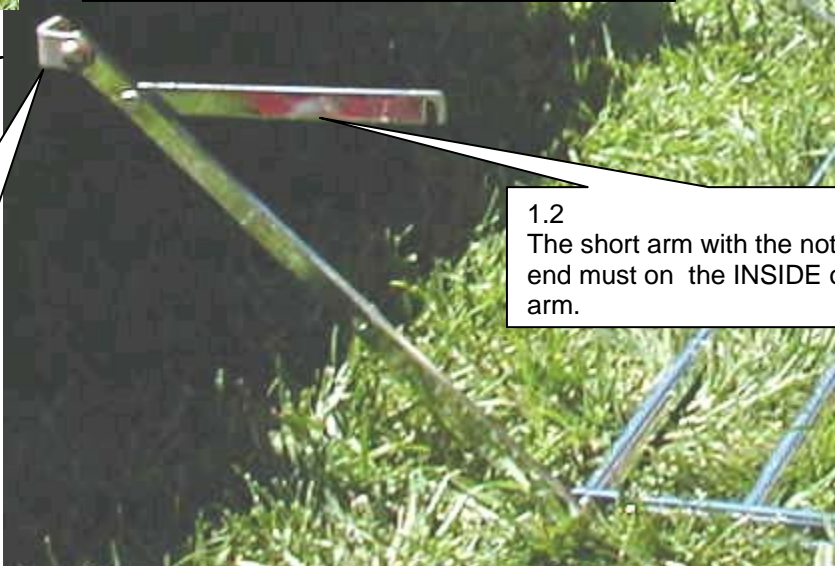
4 **Step 1**

5 Open the rack up on the ground



Left and Right are terms that make sense if you remember that they are as you would use them standing behind the car. On a US spec TD, the steering wheel is therefore on the left of LH side.

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With the rack on the grass, the LH (driver's side) main arm should look like this.



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The short arm with the notch in the end must on the INSIDE of the main arm.

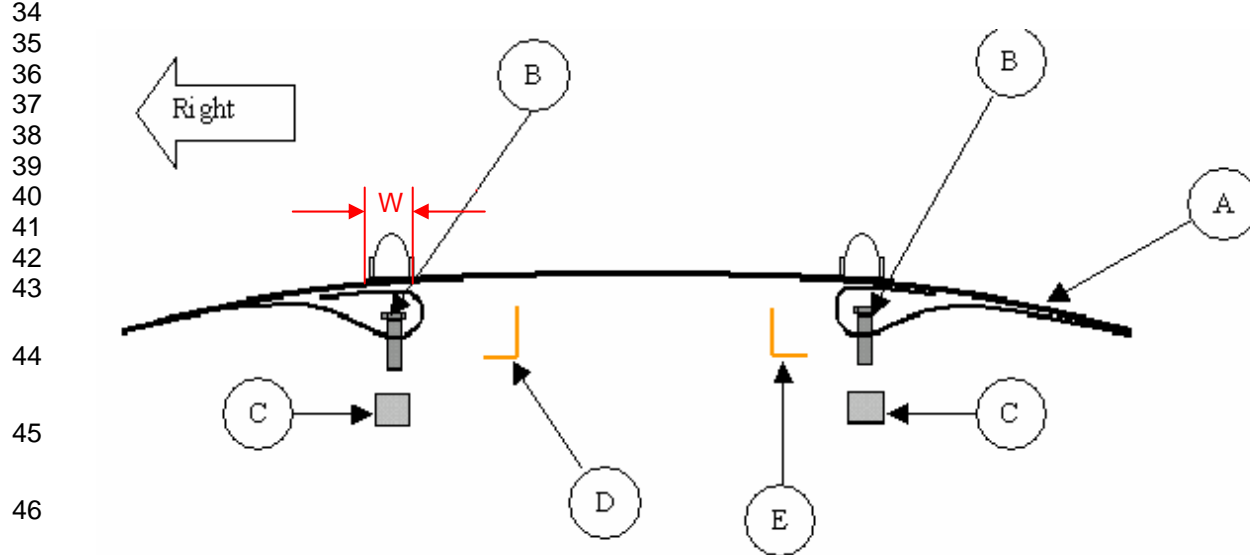
1.3  
The upper mounting bracket must be as shown.

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27 **Step Two**

28 Before you do anything else, measure the width of the bumper overrides (W). The original override, and the Moss reproduction are 3.5 inches  
29 wide. Overrides supplied by various manufactures vary in width, and some are up to 4 inches wide. The rack cannot be installed if the overrides  
30 are to wide; there is insufficient space between the overrides for the luggage rack.

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32 Remove the rear bumper (A) by loosening the large bolts (B) that go through the spring bars, through the tubular spacers (C), and into the  
33 threaded holes behind the rear valence. Find the stainless steel bottom "L" brackets (D) and (E) that came with the rack.



You will need a 7/17 Whitworth wrench to loosen the large bumper bolts

47 **Step Three**

48 Find the right side bottom "L" bracket (D).  
49 The bracket has two holes, one much larger than the other.  
50 The large  
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52 one is for the bumper bolt (B).

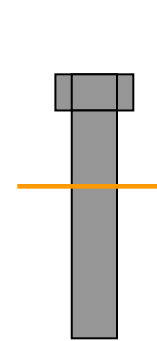
53 **Step Four**

54 You must feed the bolt through the hole in the lower right hand "L" bracket, then feed the bolt  
55 through the hole in the spring bar.

56 The diagram at the right shows the general idea.

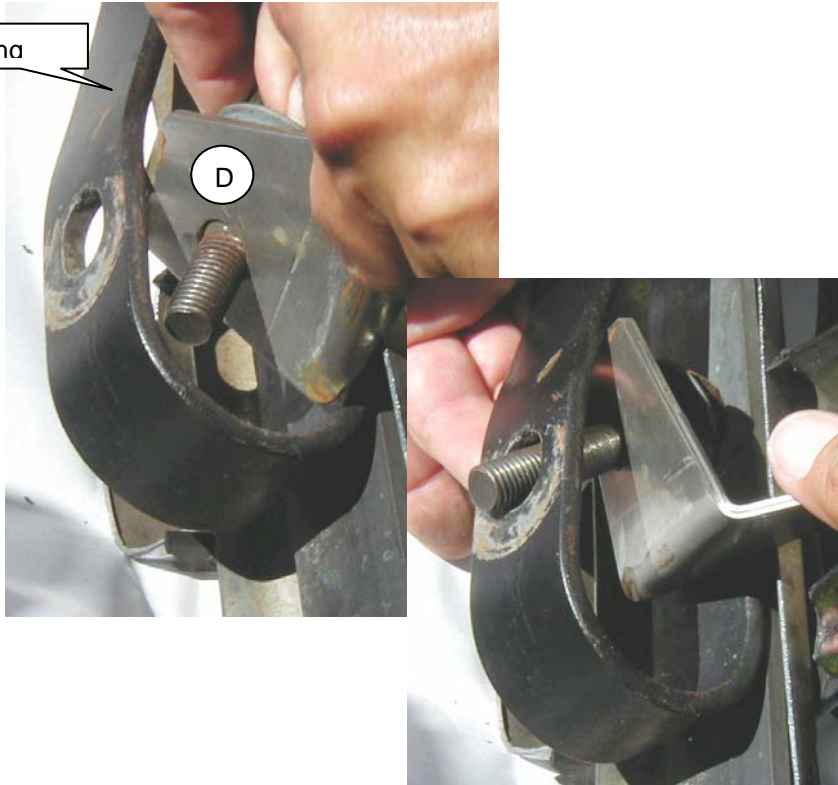
57 If you hold the bracket in you left hand, you can fiddle with the bolt with your right.

58 We have attempted to show the sequence of moves you will need to make to get the bolt  
59 through the hole in the bracket, then through the hole in the spring bar.  
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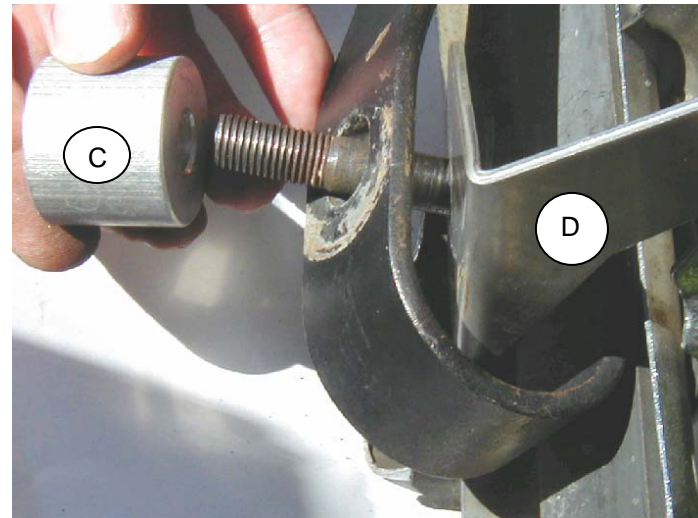
Spring



**Step Five**

Once the bolt is through the hole in the spring bar, slip the aluminum spacer over the bolt. Don't have any spacers? Order Qty 2 400-200 from Moss

You may have some trouble here. When you're frustrated, take a break, It will go, but it's a fiddle..



62 **Step 6**

63 Repeat the steps 4 & 5 for the LH or driver's side.

64 Now you will need help. Then next step will be to lift the bumper with the bolt, bracket, and spacers in to position.

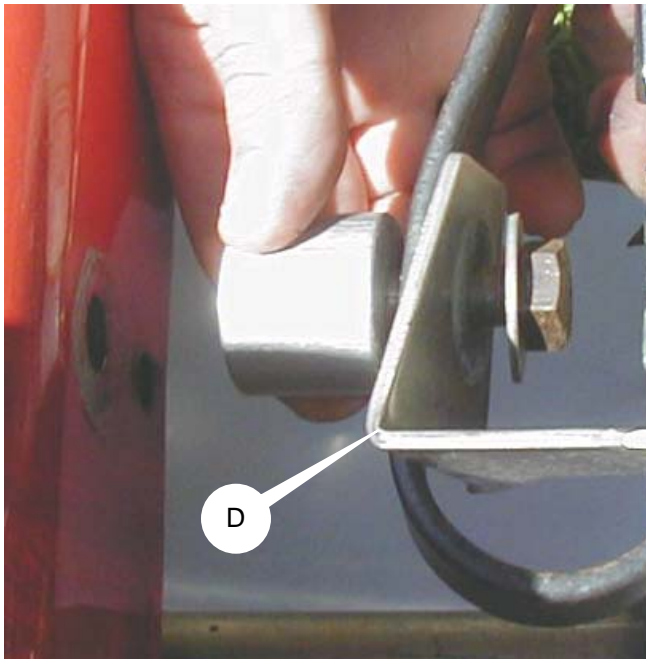
65 Some cars that have been hit in the rear will have spacers of different thicknesses to get the bumper to look right. Don't mix them up!

66 **Step 7**

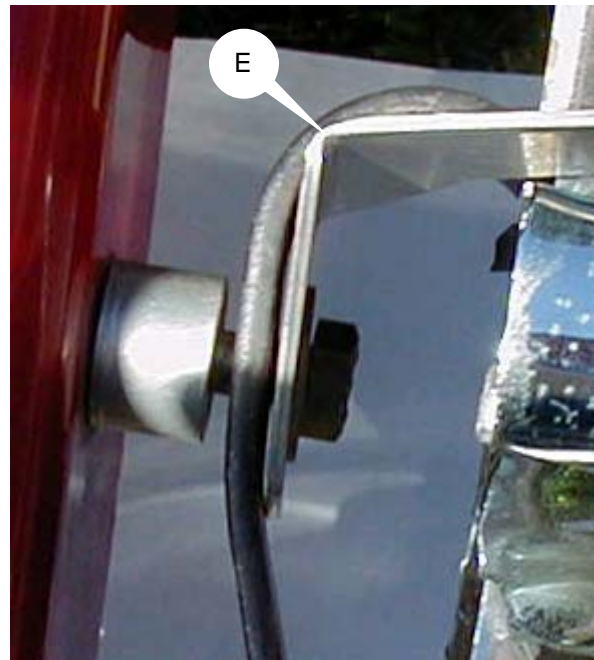
67 Offer the bumper up to the rear valence. Both of you will need to get your bolts started before you proceed. It's helpful to hold the bracket (D) to

68 keep it from flopping around.

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Here you can see the driver's or LH side bolt installed, but still loose. Both sides need to be loose.



70 **Step 8**

71 Rest the rack on the ground, on a towel or blanket.

72 Hold the rack in position and slip the driver's side or LH pin into the hole in the lower LH "L" bracket

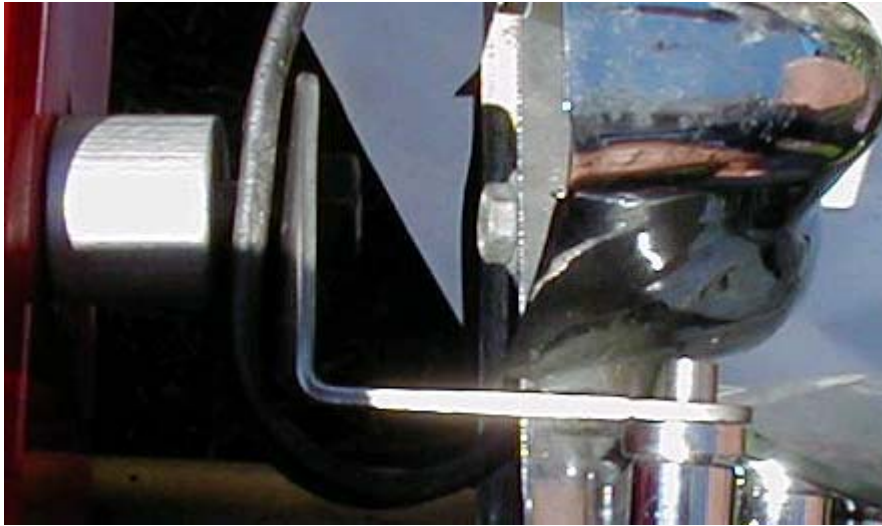


73 **Step 9**

74 Repeat the process on the other side

75 You can see here that the passenger's side or RH side pin is in position..

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Slightly different view, still of the passenger's or RH side



103 **Step 10**

104 Find the 7/16 Whitworth wrench you used to loosen the bumper mounting bolts.

105 Take up the slack in the bumper bolts on both sides evenly, making sure that the lower "L" brackets are pushed hard up against the rack

106 Don't tighten them completely yet.

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Passengers or RH side as seen from the car.



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113 Check the clearance between the lower bracket and the spring bar. You may find that the bracket hits the curve of the spring bar (see arrow on  
114 right), which prevents the brackets from moving far enough in to really trap the rack. If you find this to be the case, you will need to drop 1 or 2  
115 large flat washers between the lower "L" bracket and the spring bar.

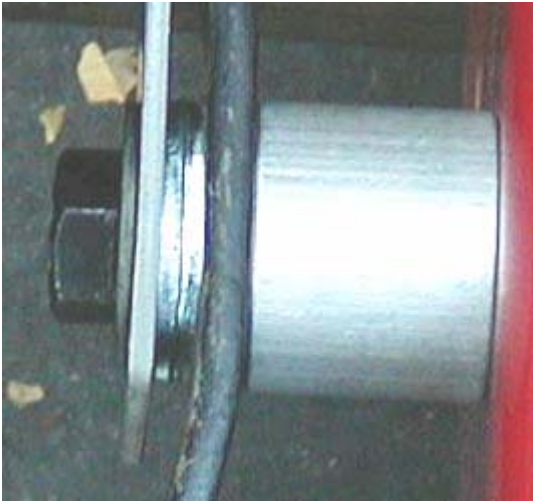
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119 **Step 11**

120 If you use the washers, it will look like this from the top. This is the passenger's, or RH side.  
121 What this will do, simply, is to let the two lower "L" brackets move toward the middle a little farther before they bottom out against the curve of the  
122 spring bar. It may or may not be necessary.  
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141  
142 With or without the washers, the rack should look like this  
143 before we begin to attach the arms to the upper mounting  
144 points. The large bolts that secure the bumpers are snug,  
145 but not real tight. We just need to keep the rack from moving  
146 around too much side to side as we attach the arms.  
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150 **Step 12**

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Offering up the passenger's or RH side arm. A ¼ Whitworth wrench or socket is needed to remove the bolt from the pinch clamp. Note the orientation of the bracket on the end of the arm. If the arms are reversed and you did not notice until now, you can pull the rack loose and flip it over, or you can remove the arms and swap them side to side. If required, bolt 320-392 is ¼" longer than OE bolt.

Threading the bolt back into the clamp



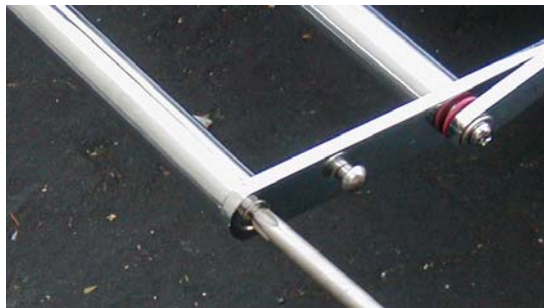
190 **Step 13**

191 The driver's side or LH side pinch bolt is harder to get to because of the license plate.  
192 This is the view from the top. Again, note the orientation of the bracket.



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218 At this point, all four bolts – the two lower bumper bolts, and the two upper pinch bolts, are in, but not tight.

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Tighten up the phillips head screws that hold the sides of the rack to the tubing.

221 **Step 14**

222 We need to fold the rack up into the raised position before we go on.

223 What we are looking for here is the gap between the over-riders and the rack (A).

224 The rack should not rub or touch the over-riders. On a car where the bumper is symmetrical this should not be a problem.

225 If you get the rack centered and the arms of the rack touch the over-riders as you raise and lower the rack, you will find it necessary to fit the large  
226 spacer washers as shown in step 11. I installed this rack on this car twice, once with, and once without spacers. In both cases the rack could be  
227 centered, and raised /lowered without touching the bumper guards.  
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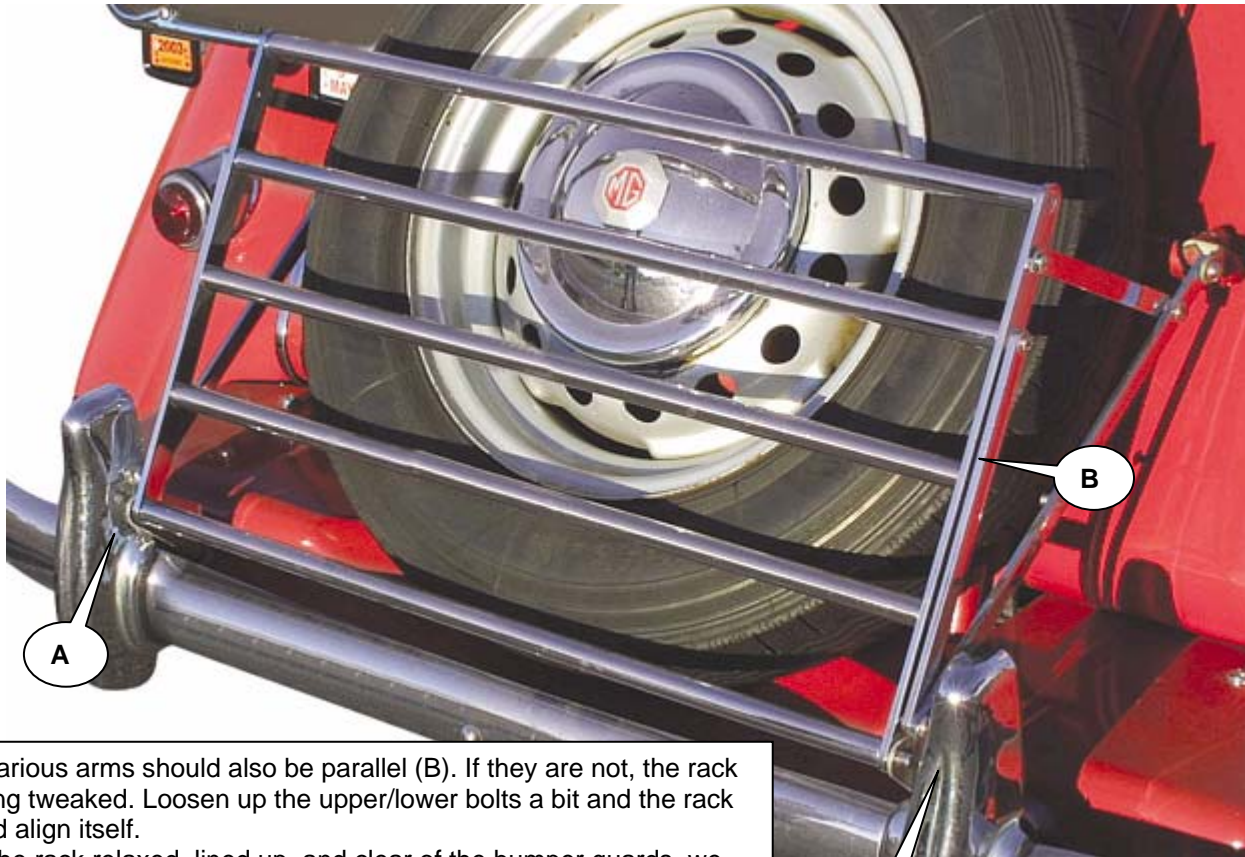
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**Wire Wheels**

No TDs left the factory with wire wheels. Some have been modified with MGA axles, some with the Moss wire wheel conversion kit. The former method leaves mounting the spare to the owner's ingenuity, the latter involves welding a special hub into the spare wheel carrier after cutting off the flange that the disc wheel bolted to. There is no guarantee that an improvised mount will put the wheel as close to the tank as it should be. Depending on how much of the disc wheel mount was cut off, and where the Moss spare wheel adaptor was mounted, the spare may not be as close to the gas tank as possible. Another factor is the choice of wire wheel size. If someone decides to put TR6 15" wheels with 185-series tires, the wheel/tire combination will be much fatter than original. All these possibilities lead to the spare wheel sticking out so far behind the gas tank that the luggage rack cannot fold up properly.

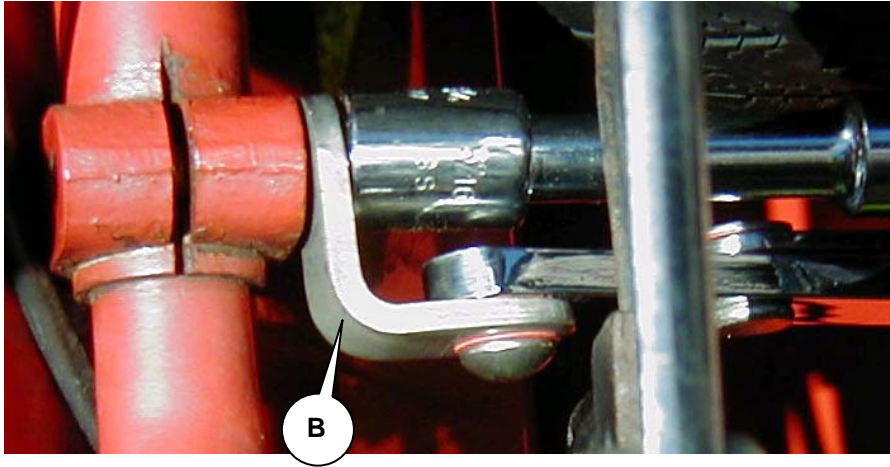
The various arms should also be parallel (B). If they are not, the rack is being tweaked. Loosen up the upper/lower bolts a bit and the rack should align itself.

With the rack relaxed, lined up, and clear of the bumper guards, we can tighten the bolts

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250 **Step 15**

251 You have limited room to swing a wrench, so a socket works well, especially on the driver's or LH side as seen here.  
252 Be careful that you don't twist the bracket (B) around as you tighten it. You may want to get a thumb on it to hold it still.



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273 On the passenger's or LH side, you have easier access. You  
274 can easily slip an adjustable wrench on the bracket . That  
275 makes it easy to hold the bracket still as you tighten the  
276 pinch bolt.

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278 Tighten up the two lower bolts now as well.

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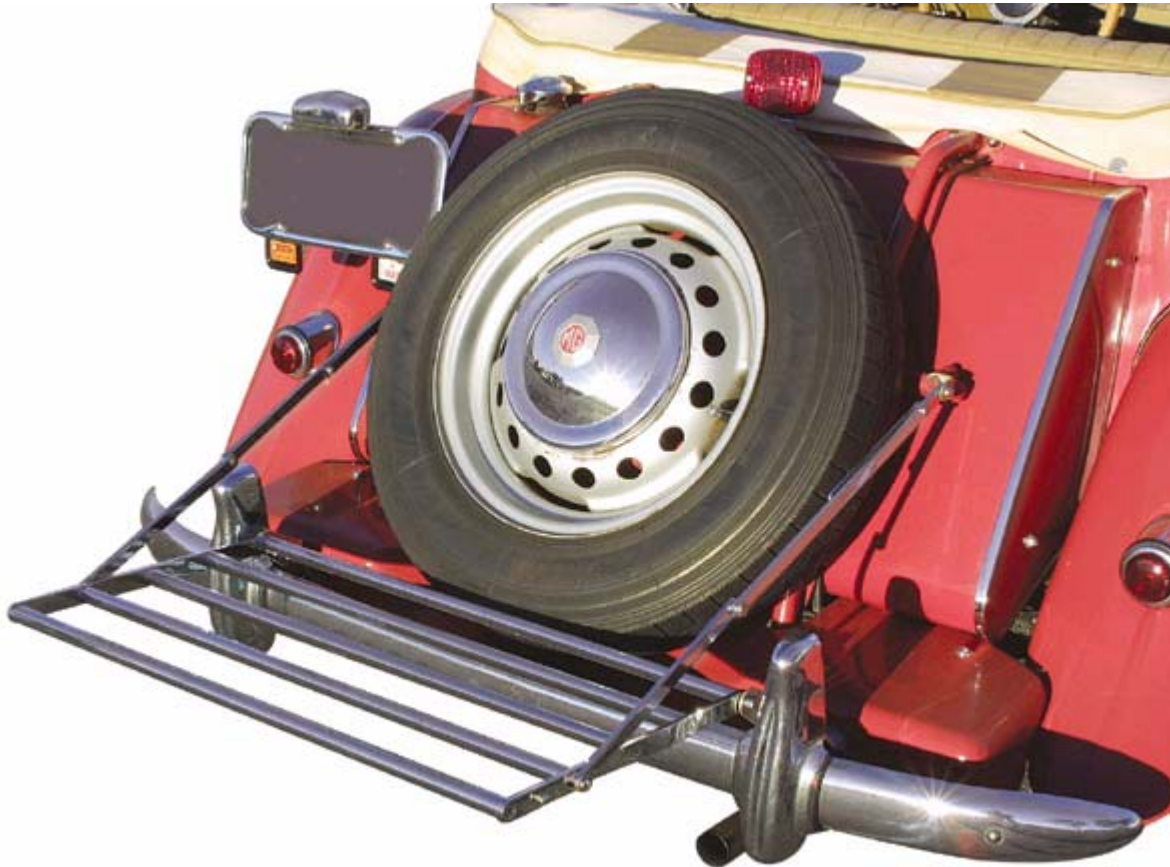
291 **Step 16**

292 With everything tight, raise and lower the rack a few times.

293 You may find it necessary to make some minor adjustments.

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Detail, LH side.  
Showing clearance between spare tire  
and the rack.