

**Supplemental Information & Instructions
for
360-010 TACH REDUCTION GEARBOX
MG T SERIES**



About the Tach Reduction Gearbox

The gearbox (360-010 or 27H210) sold by Moss is a high quality reproduction of the original item. When they are assembled, the manufacturer injects grease inside the case through the grease nipple (6a).

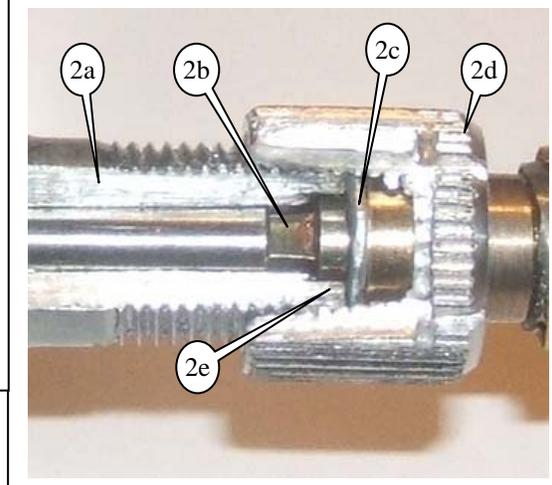
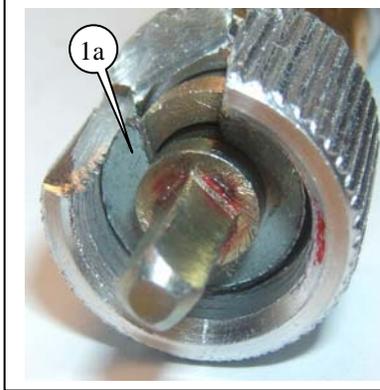
Over time the grease will thicken, and when you first try and turn the shaft (5c) you will feel some resistance. It may even seem that the gearbox is “frozen”, or locked up solid. Having inspected and disassembled quite a few of these, we know that the stiffness is the grease.

Once broken loose, the shaft will turn, and it gets easier as the grease gets spread around the inside of the housing. If you wish, you can use an electric drill to spin the shaft for a minute. Then try it by hand. You will find the shaft rotates easily and smoothly.

This is why we recommend that you check the tach reduction gearbox as an assembly out of the car to make sure the cable spins freely, and that it drives the tach reduction gearbox smoothly. Once you are satisfied that the gear reduction box is operating as it should. Please review the information we have included on page two for solutions to potential installation problems prior to installing this unit.

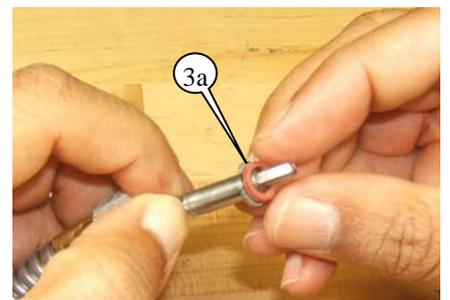
The Problem

Found only with the OE style cable. The cable manufacturer currently uses a circlip (1a) to retain the inner cable in the housing. When attached to the tach reduction gearbox (2a), the circlip (2c) bottoms out against the end of the tach reduction gearbox (2e) when the nut on the cable (2d) is tightened. The cable is locked in place and it cannot rotate.



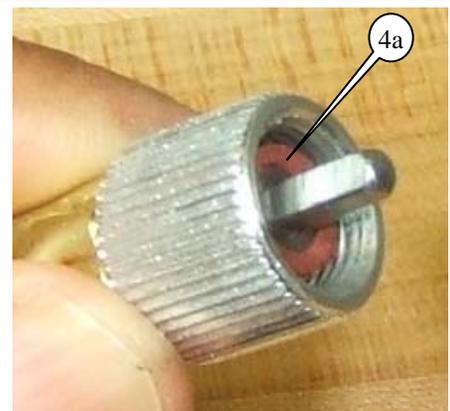
Oddly enough, this situation does not exist with the replacement type cable, 331-025, which is made by the same company!

We have been discussing the situation with the English manufacturer of this cable, and although they have said they agree with us, and that they have "resolved the issue", the cables they are supplying still have the same problem we reported to them. We believe they will eventually get it right. We apologize for the inconvenience, which we hope is temporary.



Solution #1

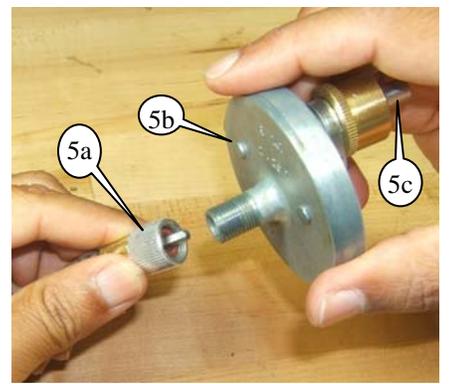
Apply a little blue Loctite to the threads inside the nut (2d). Tighten the nut (2d), then back it off two turns. Leave it overnight to allow the Loctite to cure. The Loctite will prevent the nut from vibrating loose. If you ever need to remove the cable, the Blue Loctite bond can be broken and the nut unscrewed.



Solution #2

Mike Vickers, part of our QA group here at Moss, found that fitting a small fiber washer on the end of the cable (3a) also solves the problem. The washer, Moss 315-185 (WF507), is a red fiber washer. It fits inside the nut, and acts as a distance piece or spacer. *The washer was supplied with both cables after 1 September, 2009 with a copy of these instructions.* This washer prevents the circlip on the end of the cable (see 2c on page 1) from coming into contact with the end of the tach reduction gearbox (see 2e on page 1).

With the washer in place (4a), connect the cable to the tach reduction gearbox (5b). Tighten the nut (5a) normally – there is no need to back it off.



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