



TOURIST TROPHY®

MGB Sport Exhaust With Header

Installation Instructions

For 1962-74.5 & Dual Carburetor Converted 1975-80

PART # 459-085



1. Raise up the car and place it on jack stands. Do not work on the car while it is on the jack. Remove the air cleaners, carburetors, and intake manifold. Next, remove the complete exhaust system from the cast iron exhaust manifold back to and including the muffler. Also, remove the two factory exhaust hangers. These will be replaced with new hook style hanger brackets included with the system. Remove the cast iron exhaust manifold. Clean the cylinder head and intake manifold of any gasket material that may be left. Use caution not to get gasket material in the ports.

2. Once clean, slip on a new intake/exhaust gasket, shiny side out.



Figure 2

3. Slip the header into place from underneath the car and pull it up from the top into place. Slip it onto the studs and start the front and rear nuts. Reinstall the intake manifold and tighten the nuts from the center out.



Figure 1

Installation Instructions



Figure 3



4. Gather together the short pipe section with the O2 bung, the larger 2-bolt flange gasket, two 3/8" X 1 1/2" hex bolts, two 3/8" nuts, two 3/8" lock washers, four 3/8" flat washers, and the O2 bung plug. Slip a flat washer onto each bolt. If you are not using an oxygen (O2) sensor for tuning, apply a small amount of anti-seize compound to the O2 bung plug and install it in the pipe. Notice that the one end of the pipe has a larger flange on it than the other end. This is the header end. Hold the pipe up in place with the O2 bung pointing toward the left side of the car. Slip the gasket between the flanges and slip a bolt with a flat washer through each hole. Slip on a flat washer, lock washer, and start a nut. Align the flanges and tighten the bolts.



Figure 4



5. Locate the three exhaust hanger brackets. Identify which mid-bracket set of holes you need to use and which rear hook bracket.

For U.S. spec. rubber bumper cars: Install the mid-bracket on the car using the upper holes and the 1/4" bolts, lock washers and flat washers. Use 053-471 rear hanger bracket. This will position the exhaust system low enough to clear the rear axle and rubber bumper.

For chrome bumper cars: Install the mid-bracket to the car using the lower holes using the 1/4" bolts, lock washers and flat washers. Use 459-089 rear hanger bracket.

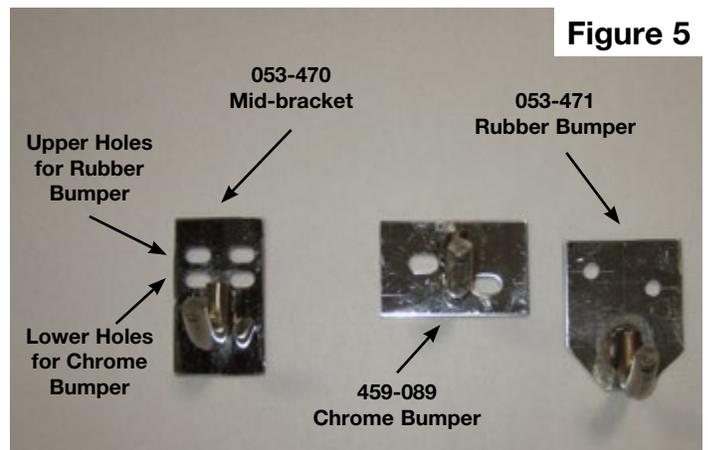


Figure 5



Figure 5 cont.



6. Slip the rubber hangers onto the hooks welded to the rear of the mid-pipe and the rear of the muffler. Use the longest hole in the rubber hanger. Apply silicone lubricant (or WD-40) to make installation easier.



Figure 6



7. Gather together one flange gasket, two 3/8" X 1 1/2" bolts, two 3/8" nuts, four flat washers, and two lock washers. Slip a flat washer onto each bolt. Apply lubricant to the upper hole in the rubber hanger on the mid-pipe. Install the mid-pipe in the car by slipping the rubber hanger over the hook installed forward of the axle. Align the front flange with the flange on the O2 pipe. Slip a gasket between the flanges and install the bolts, flat washers, lock washers, and nuts. Align the connection and tighten the bolts.



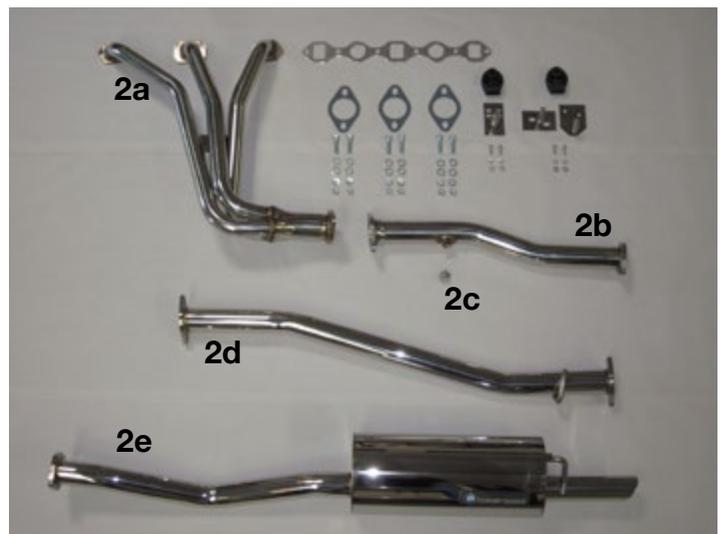
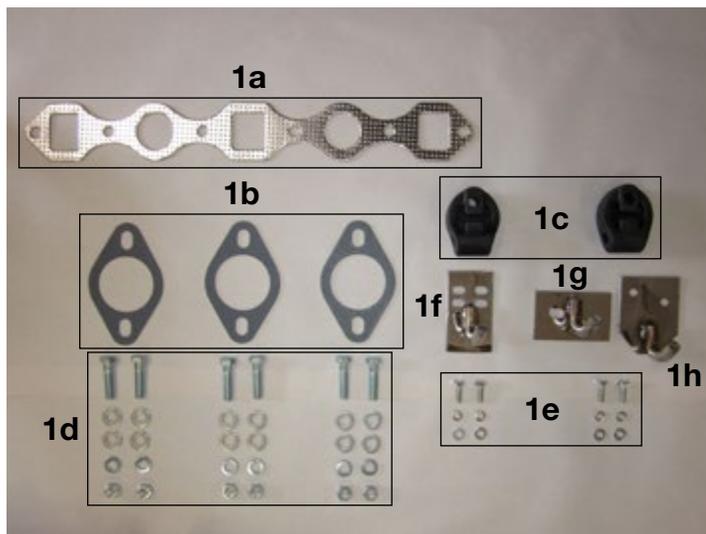
Figure 7



8. Gather the remaining hardware and gasket. Slip a flat washer onto each bolt. Apply lubricant to the upper hole in the rubber hanger on the rear of the muffler. Install the muffler in the car by sliding the rubber hanger over the hook at the rear of the car. Align the flanges, slip a gasket in between, then install a bolt, flat washer, lock washer, and nut into each hole. Align the connection and tighten the bolts. Figure 8
9. If your system needs to shift to the side, the rubber hangers can slide on the rod welded to the mid-pipe and muffler or the metal hooks can be loosened and adjusted. Also the flanges can be loosened and rotated slightly or can slide side to side. We have also found that once the system gets hot it tends to relax into place. Adjust it the best you can, then run the car and get the system hot. Note: When the system is first run and heated up there will be an odor. It is advisable to drive the car with the top down for the first few drives.

Installation Instructions

Ref	Qty	Moss US	Moss Europe	Description	Notes
1a	1	297-535	GEG602	Gasket, front pipe to OE manifold	
1b	3	772-651	772-651	Gasket, pipe flanges	
1c	2	180-659	180-659	Hanger, Exhaust, Rubber	
1d	6	053-071	053-071	Bolt, 3/8-16 X 1 1/2 Hex Head, GR5	Bolting pipe flanges together
	12	324-860	WP9 or GHF302	Washer, Flat, 3/8 ID	Bolting pipe flanges together
	6	772-070	772-070	Washer, Lock, 3/8", Zinc	Bolting pipe flanges together
	6	770-275	770-275	Nut, 3/8-16, Grade 5	Bolting pipe flanges together
1e	4	322-230	GHF117	Setscrew, Hex Head, 1/4-28 X 3/4	Bolting hangers to the chassis
	4	315-175	WP127	Washer, Flat, 1/4"	Bolting hangers to the chassis
	4	324-020	GHF331	Washer, Lock, 1/4", Zinc	Bolting hangers to the chassis
1f	1	053-470	053-470	Hanger, Exhaust, Steel, Middle	Four Holes above hook
1g	1	459-089	459-089	Hanger, Rear, Chrome bumper	One hole on each side of hook
1h	1	053-471	053-471	Hanger, Rear, Rubber bumper	Two holes above hook
2a	1	459-078		Header	Available as a special order only
2b	1	459-081		Front pipe with O2 bung	
2c	1	051-012		Bung plug, O2 sensor	
2d		459-079	459-079	Middle or Intermediate pipe	
2e		459-077	459-077	Rear pipe, w/muffler	



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