



## INSTRUCTIONS

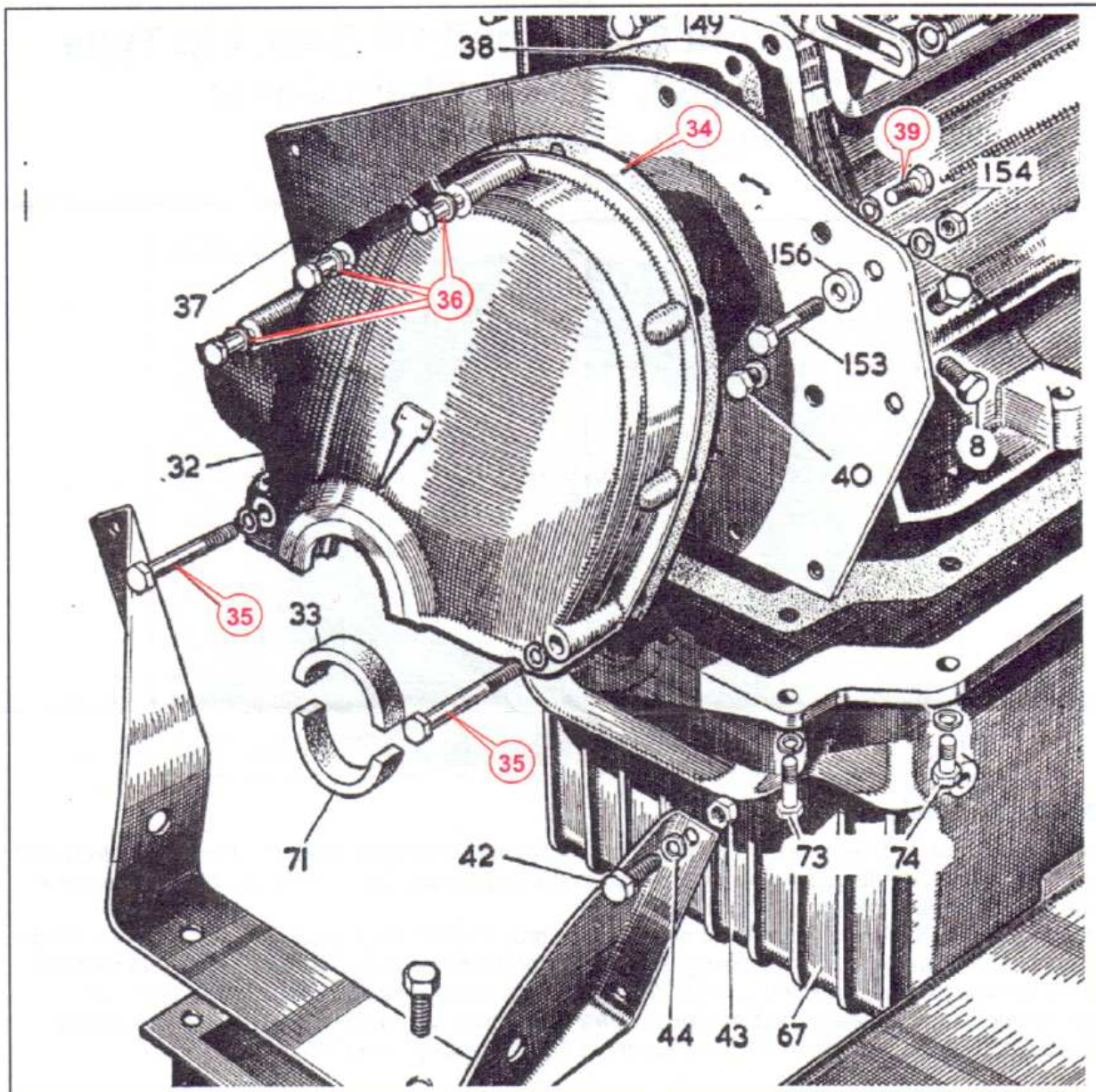


Illustration of the MG TF Engine from the Factory Parts Book.

### **Please Note:**

**We recommend using Loctite #587 blue RTV sealant. When we refer to "silicone sealant" in the instructions, this is what we are referring to.**

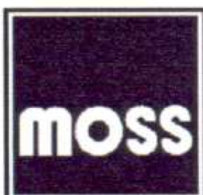
**The numbers in parenthesis in the instructions refer to the numbers in the diagram above.**

**Right and left are always relative to a person sitting in the cockpit facing forward.**

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- 104 • Look at the back of the timing cover and locate the open hole where one of the oil pan fixing bolts  
105 will go, Place a blob of silicone sealant over this open hole to prevent oil running down the  
106 threads and past the lock washer and bolt head.
- 107 • Secure the 291-600 gasket (34) to the timing cover with a thin bead of silicone sealant.
- 108 • Squeeze a small bead of silicone sealant into the groove for the seal in the timing chain cover.
- 109 • Insert the seal in the timing cover groove as centrally as possible, making sure the open side of  
110 the seal faces the engine. The rubber seal is narrower than the groove; this is not a problem.
- 111 • Put a thin bead of silicone sealant on the other side of the timing cover gasket, then install the  
112 timing cover on the front of the engine but do not fully tighten the bolts. *The timing cover is*  
113 *secured with seven 8 MM bolts of three different lengths. The two short bolts (39, 320-260, 18mm*  
114 *long) enter from the rear. Of the five remaining long bolts, two are slightly longer and have thicker*  
115 *heads than the other three. These two slightly longer bolts (35, 320-310, 51.5 mm long) go at the*  
116 *bottom of the cover, nearest the crankshaft. The remaining bolts (36, 320-300, 44mm long)*  
117 *secure the right edge of the cover.*
- 118 • After lubricating the seal surface of the crankshaft pulley with engine oil, carefully install the pulley  
119 through the seal.
- 120 • Visually check and move the oil seal so it is as close as possible to 90 degrees to the axis of the  
121 crank pulley.
- 122 • With the timing cover seal secured and centered, tighten the timing cover bolts.
- 123 • Install the crank pulley bolt and tighten it securely.
- 124 • Cut two small notches in the front ends of the 291-000 oil pan gasket to fit around the seal in the  
125 timing cover.
- 126 • Secure the pan gasket to the pan with silicone sealant.
- 127 • Coat the cork seal on the rear main bearing cap with sealant.
- 128 • Put a bead of silicone on the exposed half of the timing cover seal.
- 129 • Coat the upper surface of the 291-000 oil pan gasket with a thin film of silicone sealant.
- 130 • Put small dabs of silicone sealant in the recess in the front of the pan, around the two notches  
131 you just cut, and at the rear where the cork seal and pan gasket meet.
- 132 • Install the oil pan, fitting the two bolts at the back first, then the bolts where the gasket forks to  
133 join the bell housing, then work your way forward. Install all the bolts loosely at first. Once all the  
134 bolts are in, tighten them progressively rather than tightening each one "all in one go."
- 135 • Refill the sump.
- 136 • If the crank was rotated while the pan was off, read the section on priming the oil pump in section  
137 A2 in the workshop manual.
- 138 • Let the sealant cure for 24 hours before starting the engine.
- 139 • Check the timing cover and oil pan carefully for leaks.

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145 *Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or*  
146 *omissions on our part are almost inevitable. Any suggestions that you may have that will improve the*  
147 *information (especially detailed installation notes) are welcome. Please use the simple email form on the*  
148 *"Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>*  
149 *If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for*  
150 *help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a*  
151 *message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*  
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