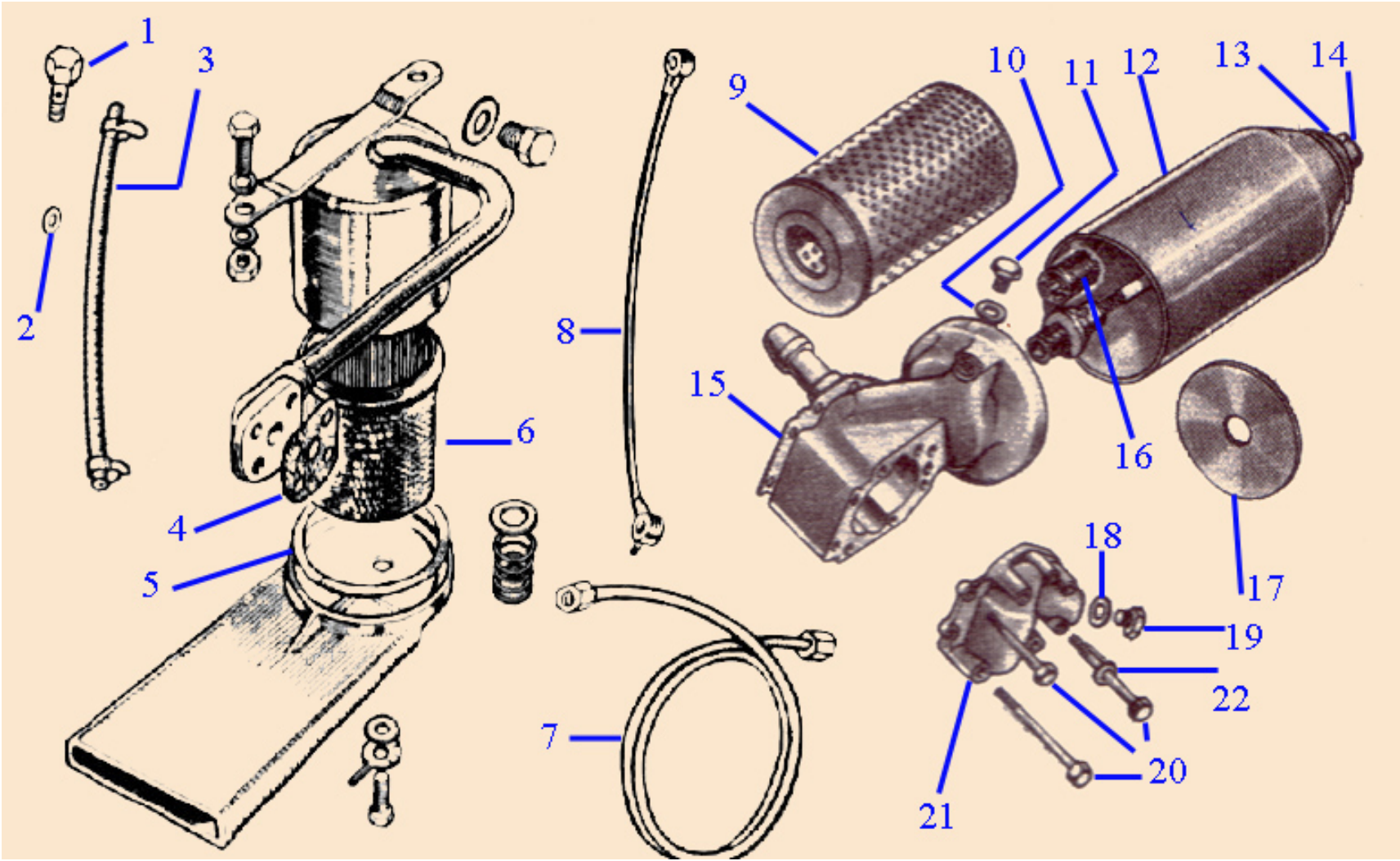


Later Oil Strainer and Filter



Ref #	Description * = suitable for unleaded head	Original Equipment MG Part Number	NTG Part Number	Moss Europe Part Number	Moss USA Part Number	Amount Required			
						YA	YT	YB	
1	Screw (banjo to head)	MG795/194	B583	435-465 round 435-490 hexagon	435-465 round 435-490 hexagon	1	1	1	
2	Washer for screw	MG679/546	G396	324-760	324-760	2	2	2	
3	Rubber pipe/clips - oil line	-	B911	-	-	1	1	1	
4	Joint for flange - from Engine 17383	-	G908	291-400	291-400	-	-	1	
5	Joint for oil strainer (in sump)	-	G909	291-500	291-500	1	1	1	
6	Filter gauze	MG900/119	B230	-	-	1	1	1	
7	Pipe/Unions (oil gauge) - <u>see footnote.</u>		B913	-	-	1	1	1	
8	Oil pipe (gallery to head) - <u>see footnote.</u>	MG900/12	B852	435-510	435-510	1	1	1	
9	Element	Tecalemit	162451	B020	8G883	950-510	-	-	1
		Purcorlator	162429						
10	Washer - body plug	X697/37				-	-	1	
11	Plug - filter head	163168	B204	-	328-525	-	-	1	
12	Sump	300849	-	-	-	-	-	1	
13	Plate - sum reinforcement	Tecalemit		B020A	7H1948	435-330	-	-	1
		Purcorlator							
14	Centre bolt	Tecalemit	300852	-	460-805	-			
		Purcorlator	300853						
15	Joint - oil pump	2923001	G910	292-300	292-300	1	1	1	

Ref #	Description * = suitable for unleaded head		Original Equipment MG Part Number	NTG Part Number	Moss Europe Part Number	Moss USA Part Number	Amount Required		
							YA	YT	YB
16	Spring - pressure plate	Tecalemit	300846	-	435-060	435-060	-	-	1
		Purcorlator	300845						
17	Clamping plate		162437	-	-	-	-	-	1
18	Washer - cover and priming plug		MG827326	B203	-	-	0/2	-	2
19	Plug - cover and priming plug		OA10798		-	328-525			
20	Bolt for cover (long)		MG827/167	B198A	320-170	320-170	2	2	2
	Bolt for cover (short)		MG827/176	B198B	320-160	320-160	4	4	4
	Bolt for cover (medium)		MG827/176	B198C	320-165	320-165	2	2	2
21	Oil pump cover with valve seat		MG862/35	-	-	-	1	1	1
22	Spring washer		X151/6	-	324-978 set	324-978 set	8	8	8

Pipe/Unions (oil gauge) and Oil pipe (gallery to head)

This pipe in the MG Y Series is split with a small flare over which item 3 above fits where the pipe would pass through the fire wall. If you replace the brass pipe, ensure that the ends of the pipe are flared before you fit the pipe to the car.