



MGB Big Boost Kit Installation Instructions

FOR All Supercharged MGB's

PART # 150-075

MOSS MOTORS, LTD.

440 Rutherford St. P.O. Box 847 Goleta, CA 93117
1-800-235-6954 • FAX 805-692-2525 • www.mossmotors.com

Tools required: 18mm, 7/8", and 1/2" deep and shallow sockets, 3" extension, 18mm, 7/8" and 1/2" combination wrenches, 3/8" ratchet, torque wrench (45 ft-lbs), strap wrench, or 1 1/2" open end wrench, or locking pliers.

Read and understand these instructions completely before you begin the installation.

Installation of this boost upgrade kit requires removal of the factory installed pulley.

1) Note: Removing the radiator is not necessary however does make the job easier. Loosening the serpentine belt: Use a 7/8" socket or combination wrench to loosen the custom adjuster nut. Illustration 1a. Use a 1/2" socket or combination wrench to loosen the nut on the inside of the alternator ear. Illustration 1b. Use a 1/2" combination wrench to loosen the jam nut. Illustration 1c. Use a 1/2" socket or combination wrench to loosen the long adjuster bolt. Illustration 1d. Push down on the alternator. If the alternator doesn't move use a 1/2" socket and combination wrench to loosen the alternator mounting hardware. Remove the belt only from the s/c pulley (unless changing an old or damaged belt).



Illustration 1a

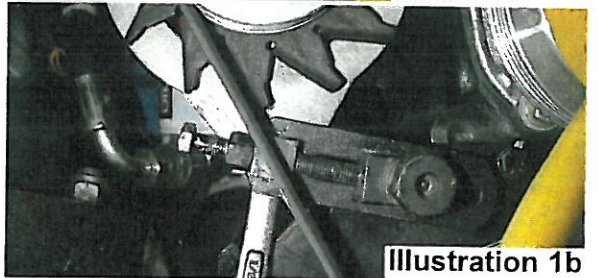


Illustration 1b

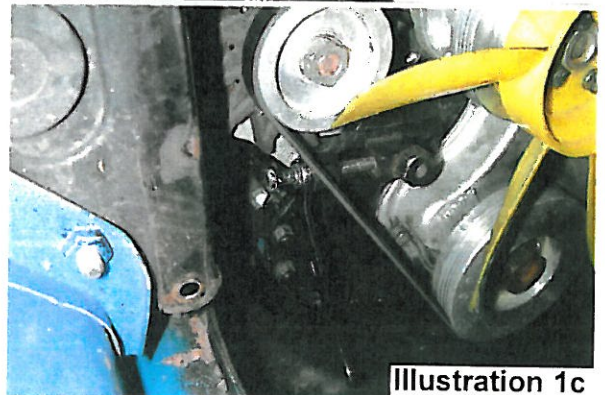


Illustration 1c

MGB Big Boost Kit Installation Instructions

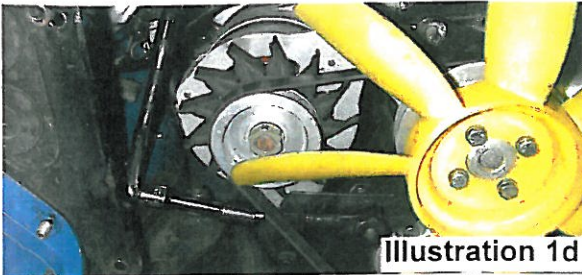


Illustration 1d

2) Use an 18mm socket or combination wrench to loosen the nut on the front of the supercharger. Use a strap wrench (Illustration 2a), or a 1 1/2" open end wrench (Illustration 2b), or an old belt and locking pliers (Illustration 2c) to hold the pulley. Do not use a belt that will be going on a vehicle, as the locking pliers will damage the belt severely. Illustration 2.

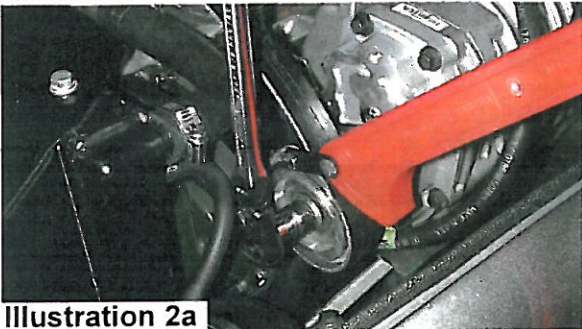


Illustration 2a

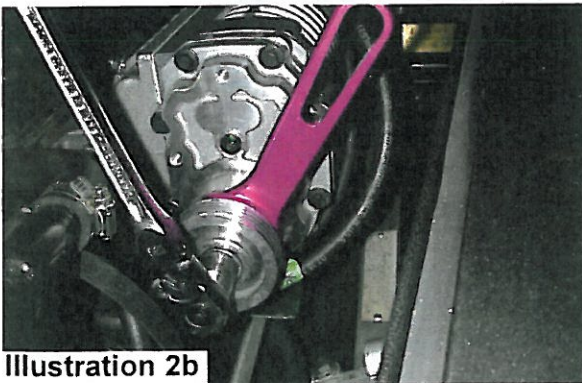


Illustration 2b

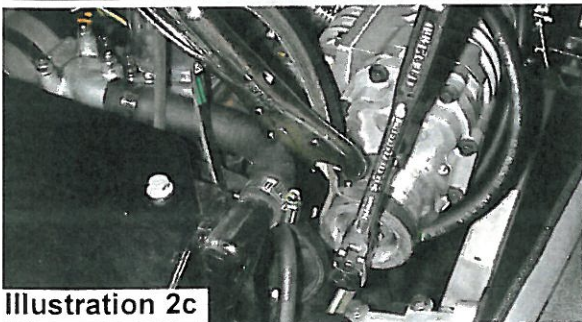


Illustration 2c

150-075

3) Turn the pulley so the key points straight up. Remove the stock pulley. The stock pulley should come off by hand. If it does not come off by hand you will need to use a pulley puller. Never pry or use a hammer on the blower pulley, the nose of the supercharger is fragile and will damage easily. Illustration 3.

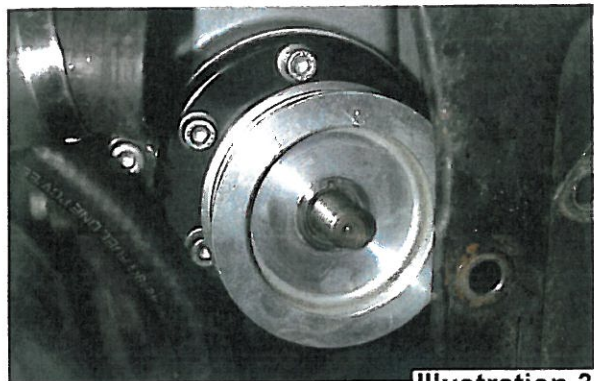


Illustration 3



4) Place new MGB Big Boost Pulley on the supercharger, key up. Torque the nut to 45 ft-lbs. Hold the pulley using one of the

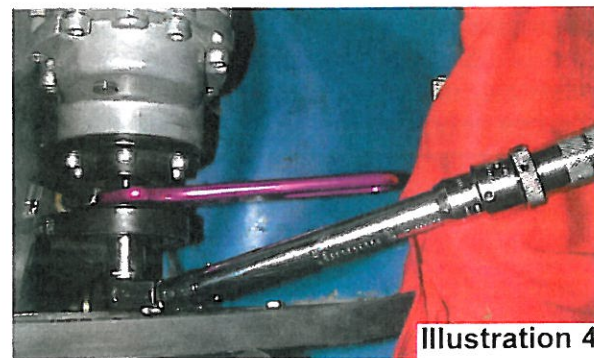


Illustration 4

MGB Big Boost Kit Installation Instructions

methods explained in step 2. Illustration 4.

5) If your serpentine belt is worn out or damaged now is the time to replace it, if not reroute the belt around the supercharger pulley. Tighten the serpentine belt by first tightening the long adjuster bolt, then the jam nut and finally the custom adjuster nut and the nut on the back side of the alternator. Tighten up the alternator mounting hardware if previously loosened.

6) If you removed your radiator, replace it. Tighten hoses and fill with coolant. You will now need to adjust your timing. Run your engine, and set your base timing at 900 to 950RPM. Remove the vacuum advance, plug it, and set 6° of timing, this is a conservative number, we recommend 9° and found that 11° was the most we could run in our 8:1 compression engine - you are free to experiment at your own risk. Test the timing: When driving under load, listen very carefully for engine knocking (detonation), if you hear any sort of knocking, you will need to retard your timing, and experiment. Our recommended numbers worked for the cars we tested, however every MGB is a little different. If you want to experiment with additional timing, be very careful, and advance your timing 2° at a time. Listen for knocks/detonation. A knocking engine will self-destruct fairly quickly. We highly recommend using distributor #143-110.