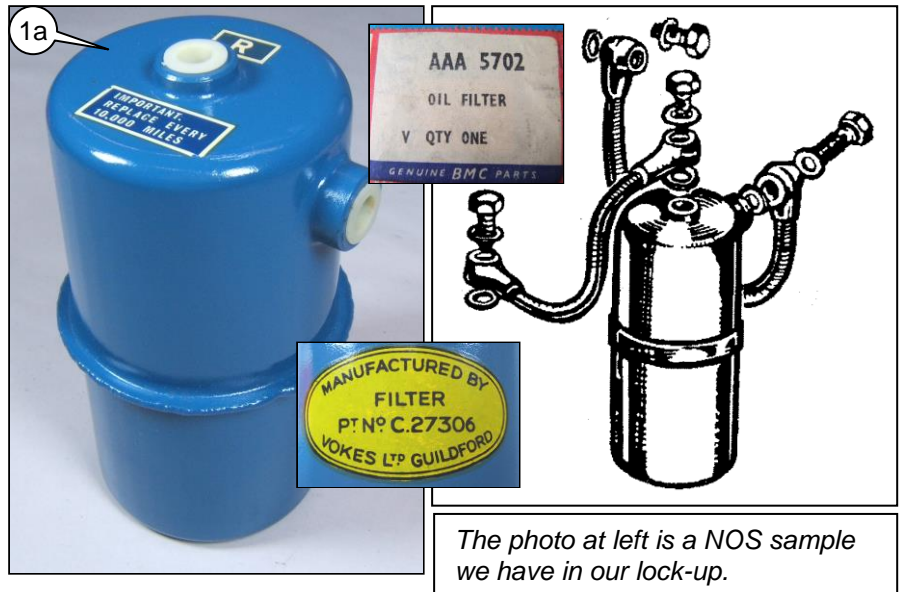


1 Supplemental Information  
2 for  
3 **435-360 or AAA5702 Oil Filter Assembly, Throw Away**  
4 **435-380 Oil Filter Assembly, Alloy (Split at middle)**  
5 **435-385 Oil Filter Assembly, Steel (Removable End Plate)**  
6 **MG TB, TC and TD to Engine #14223**

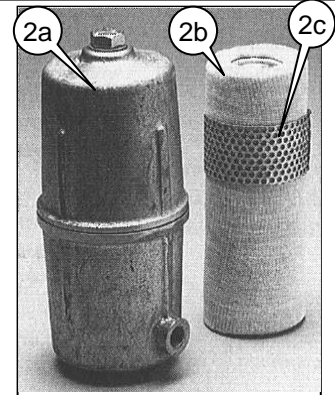
7 **Original Assembly**

8 The MG TB, TC, and early TD  
9 share the same blue Vokes filter  
10 assembly (1a) which was  
11 connected by oil pipes to the  
12 engine. Because there is no way to  
13 service the filter element inside, the  
14 whole can must be replaced. Being  
15 much more complicated to produce  
16 than a "normal" oil filter, they were  
17 quite expensive. This led to the  
18 development of several alternatives  
19 with replaceable filter elements.  
20 The purpose of this document is to  
21 explain the three systems Moss  
22 has offered, and what is available  
23 now.



24 **Alloy Filter Assembly w/ Replaceable Element**

25 For many years Moss offered the 435-380 alloy oil filter assembly (2a) that  
26 separated in the middle. The filter element supplied with this housing (2b) was  
27 covered with a "sock", and there was a band of perforated steel (2c) toward one  
28 end that prevented the "sock" from being sucked into the oil line. The element  
29 had to be oriented so that the steel band was in line with the oil pipe. Moss  
30 redesigned the filter in 2011 (3a) with a full length perforated metal sleeve.  
31 The new filter element can be installed without worrying about its orientation. You  
32 may notice that the new filter elements appear longer than the used one you  
33 removed from the housing. This is because the element is designed to "crush"  
34 when the housing is reassembled- just like the older version of the element.  
35 Although the alloy housing is no longer available, Moss has continued to supply  
36 filter elements and seal kits to customers that need them.



37  
38 **435-390 Filter Element (3a)**

39 Note: this element only fits the 435-380 housing!

40  
41 **435-408 Seal Kit, for the alloy housing**

42 The kit consists of

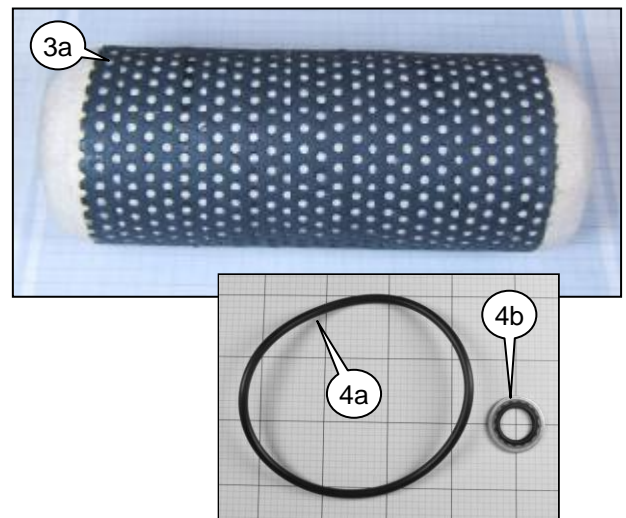
43 **435-397 O-RING, rubber, round cross section (4a)**

44 ~ 3.5" OD, 0.137" thick

45 Seals the joint between the 2 halves of housing

46 **435-407 Sealing Washer w/integral o-ring (4b)**

47 Seals the bolt to pulls the two halves together



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## 435-385 Oil Filter Assembly, Steel (removable end plate) MG TB, TC and TD to Engine #14223

### Steel Filter Assembly w/Replaceable Element

The similarity between the 435-385 filter assembly (5a) and the original blue Vokes filter (1a) are obvious and intentional. They differ in that the bottom of the canister has a threaded aluminum plate (5c) that can be removed using the large hex (5f). This makes the replacement of the oil filter element (5b) a simple operation. Note that a new o-ring seal (5d, 6a) for the end cap is supplied with each replacement filter. Unlike the filter used with the alloy housing, this filter element does not “crush”. Instead, it is held in position with a stiff spring and washer (5e).

*The 435-395 Classic Gold filter for this assembly is made for Moss specifically for this application – it is not a generic filter. As noted above each filter comes with the proper o-ring seal (5d, 6a) for the aluminum end cap. The o-ring is not available separately at this time.*

### 435-385 Oil Filter Assembly w/replaceable element

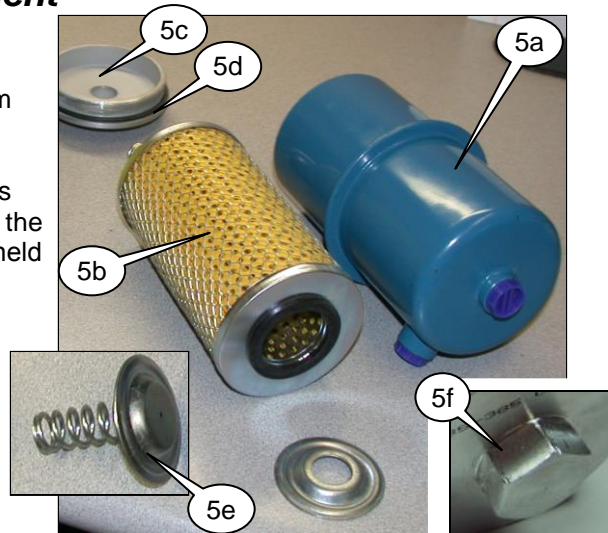
**For replacement filters, order  
435-395 Oil Filter Element, w/ o-ring seal**

### Summary

**First:** the original 435-360 or AAA5702 Vokes oil filter was a designed as a “throw away” service item. The steel canister was sealed - there was no way to service the filter element. They became way too expensive (~ \$40 each) to throw one away every 3000 miles.

**Second:** Demand for a reasonable alternative to the Vokes filter sparked the development of several aftermarket solutions. The Moss 435-380 alloy oil filter assembly was one. Although the alloy housing is no longer available, replacement filter elements (435-390) and seal kits (435-408) are still available from Moss.

**Third:** The best option for the application today is our 435-385 steel canister with a removable end cap and a replaceable filter element (435-395). It looks like the very distinctive Vokes “throw-away” filter, right down to the blue color. The removable end cap has a large hex which makes it easy to remove or tighten.



Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the “Contact Us” page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>  
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for 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 message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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