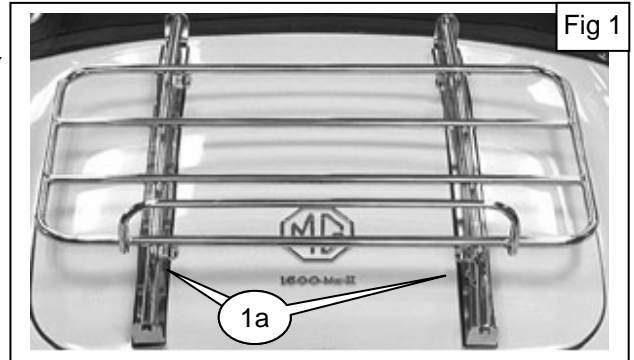


1 **Supplemental Information & Instructions**
2 **for**
3 **244-700 or AHH5495 Luggage Rack, Factory Option Type**
4 **244-705 or MQA1010 Luggage Rack, w/Luggage Tie Down**
5 **MGA**

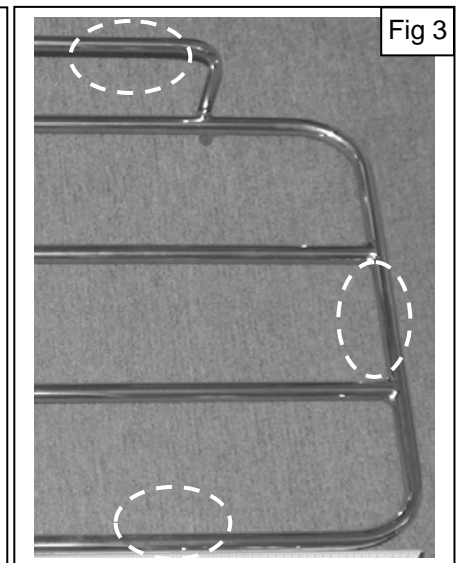
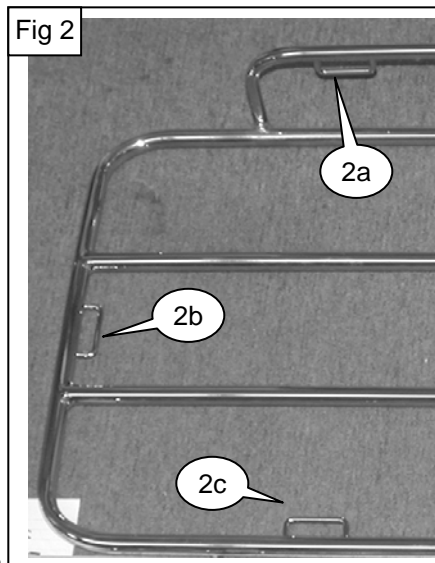
6 **A Little History**

7 *The luggage rack for the MGA offered by the factory was cleverly*
8 *designed to distribute the load along the surface of the aluminum*
9 *boot lid. To accomplish this, the rack itself was bolted to two long*
10 *steel straps. The straps were curved to fit the boot lid, and they*
11 *rode on rubber strips that protected the paint and sealed the bolt*
12 *holes that went through the skin of the boot lid. This design*
13 *allows you to carry a reasonable amount of luggage without*
14 *damaging the sheetmetal. Many aftermarket luggage racks don't*
15 *incorporate the straps, which makes them less expensive. In the*
16 *short term, you can't carry as much. Long term, they will damage*
17 *the boot lid.*



18 **About the Moss Racks**

19 *We offer two very similar racks.*
20 *The 244-700 or AHH5495 is a*
21 *reproduction of the original factory rack.*
22 *(Fig 1, 3) The 244-705 or MQA1010 is*
23 *very similar, except it has six brackets*
24 *(2a, 2b, 2c) that make it easy to secure*
25 *whatever is on the rack with straps.*
26 *These would have been leather belts with*
27 *buckles back in the day, but the modern*
28 *nylon webbing straps available today*
29 *work just fine. The factory racks never*
30 *had brackets like this, and we offer both*
31 *to give you a choice. Both racks mount*
32 *the same way.*

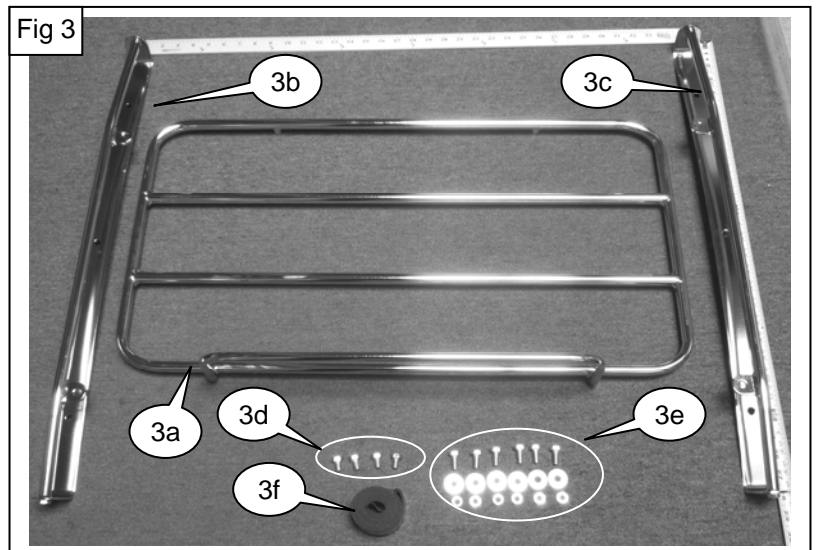


33 **What Comes with the Rack?**

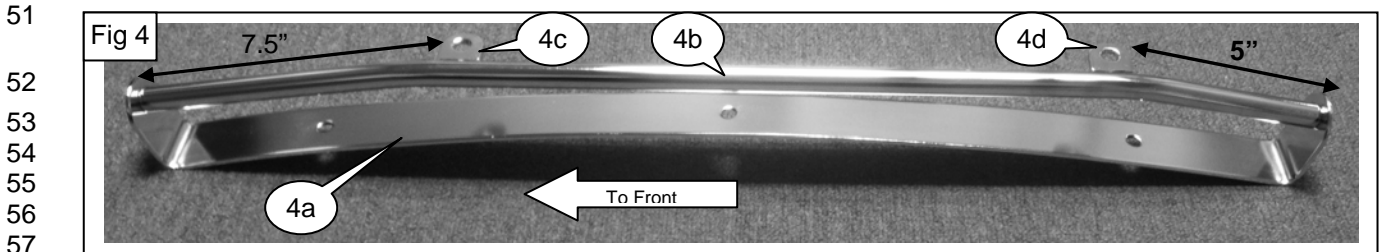
- 34 3a Rack (30 1/2" wide, 16" deep)
- 35 3b Strap with rack mounting rod, L/H
- 36 3c Strap with rack mounting rod, R/H
- 37 3d Bolt, rack to longitudinal supports
- 38 Qty 4 8MM x 1.25 x 12MM
- 39 3e Bolt, straps to boot lid
- 40 Qty 6 8MM x 1.25 x 15MM
- 41 Washer, underside of boot lid
- 42 Qty 6 8MM, 25MM OD
- 43 Nut, for the bolt securing the straps
- 44 Qty 6 8MM x 1.25
- 45 3f Rubber strip, between boot lid & straps

46 **What else it needed?**

47 *Masking tape, pencil, tape measure, blue Loctite,*
48 *13MM socket or wrench, 11/32" drill bit, drill,*
49 *razor blade, 3/8" arch punch, superglue.*



50 About the Mounting Strap & Tube Assembly



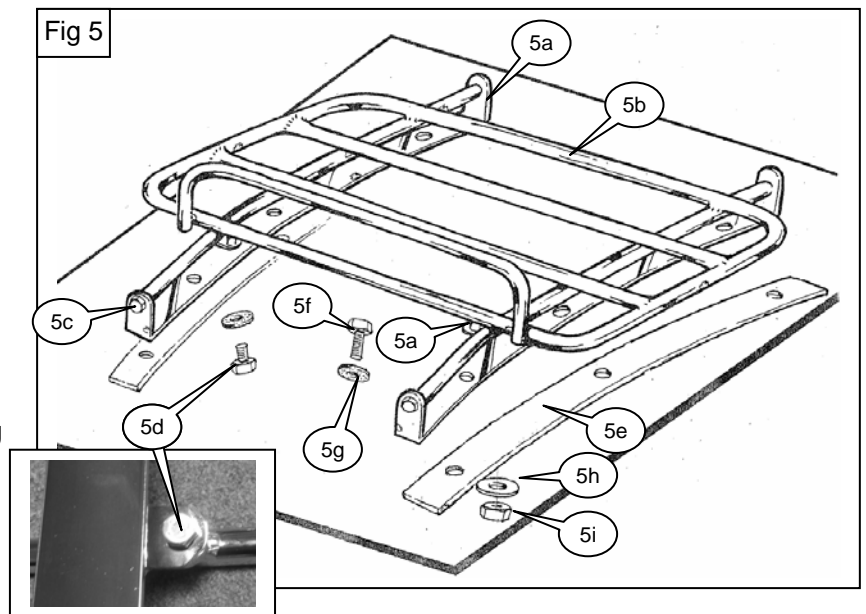
58 *Figure 4 shows the left hand mounting strap & tube assembly.*
59 *The mounting strap (4a) & tube (4b) come bolted together. The bolts holding the tube in place are 8MM x 1.25 x*
60 *15MM (same size as the bolts that hold the straps to the boot lid) and no washers are used.*
61 *The strap (4a) is symmetrical, meaning it can be installed with either end forward. The mounting rod (4b) is not*
62 *symmetrical. The mounting tab (4c) is about 7.5 inches from the front end of the strap, while the other tab (4d) is*
63 *about 5 inches from the back end of the strap. The mounting tabs point toward the middle of the car usually. (more*
64 *on that later). The mounting tabs are positioned to shift the rack toward the rear of the car. This distributes the load*
65 *more evenly, and it moves the rack and whatever is on it down, minimizing the degree to which your rearward*
66 *vision is obstructed. Depending on how much stuff you strap to the rack, you can still block your view using the*
67 *dash mounted rear view mirror, so take that into account when you pack. It is interesting to note that many of the*
68 *factory type racks you see on MGAs are installed backwards. You can easily tell- installed properly, the rack sits*
69 *over the MG octagon on the boot lid. Installed backwards, the back edge of the rack sits in front of the MG octagon.*

70 Covering Existing Holes

71 The straps (5a) are 1 1/2" wide and 27" long,
72 They run nearly the full length of the boot lid.
73 (See Fig 1). If the rack is assembled with the
74 mounting tabs pointed toward the middle of
75 the car, the holes in the straps are 17 3/8" to
76 17 1/2" apart. If you unbolt the rods from the
77 straps and swap the rods left to right, the
78 mounting tabs will now point to the outside.
79 This effectively moves the centerline of the
80 straps 2" closer to the middle of the car,
81 reducing the center-to-center spacing by 4".
82 This option gives you a way to cover existing
83 holes from a narrow non-factory type rack.

84 Installation

85 *As with any set of instructions, read through*
86 *these completely before you pick up a tool.*



- 1) Wash and dry the boot lid. *Dirt on the boot lid will scratch the paint as you slide the rubber strips around.*
- 2) Remove the bolts (5c) holding the support rods to the straps. Put a little blue Loctite on the threads and replace the bolts. Ensure the straps are parallel, then tighten the bolts. *Loctite eliminates lock washers.*
- 3) Identify the left and right mounting strap/rod assemblies. (see lines 58-64 above)
- 4) Put a drop of blue Loctite on the short 8MM (5d) and attach the rack to the mounting rods. *A washer is optional here. If you decide to use one, we suggest stainless steel.*
- 5) Use masking tape to mark the center of the boot lid, and to cover the areas where the straps will touch.
- 6) Carefully position the rack assembly on the boot lid. Measure from the center of the boot lid and from the edges of the boot lid to make sure you have the rack exactly centered. Measure twice, then mark the 6 holes that need to be drilled. *Good idea to have someone help you by holding the rack in place.*
- 7) Center punch and drill the two 11/32" holes closest to the cockpit. Position the rack, put bolts through the holes to hold it in place, and check the marks for the other 4 holes. Adjust your marks if needed.
- 8) Center punch and drill the other four 11/32" holes. *At 11/32" the holes are 0.3437", the bolts are 0.315"*

100 **Installation, continued**

- 101 9) Unroll the rubber strip and cut it exactly in half using a straight edge and a razor blade.
102 10) Position the rubber strips on the straps and mark the six bolt holes. A 3/8" arch punch will make the best
103 holes, but you can use anything that will punch or cut out the 3/8 inch hole.
104 11) Use the six bolts provided to locate the rubber strips on the straps.
105 12) Mark and trim the ends of the straps with the razor blade and straightedge if needed.
106 13) Lift up the strap and put a few drops of superglue in the center of the metal strap. Position the rubber strip
107 carefully, and press it down until the glue dries. *You can use weather strip adhesive or contact cement if*
108 *you prefer. This will hold the rubber in place while you position the rack on the boot lid. Remove the six*
109 *bolts from the straps after the glue dries.*
110 14) While waiting for the glue to dry, carefully peel the tape away from the boot lid. Wipe off any tape residue.
111 15) De-burr the holes if necessary.
112 16) Wipe the exposed surface of the rubber strips clean.
113 17) Prop the boot lid open so you can reach the bolts on top and the nuts underneath.
114 18) Position the rack on the boot lid.
115 19) Insert the six bolts through the straps
116 20) Put a drop of blue Loctite on the threads of each nut and fit the six flat washers and nuts. *There are many*
117 *ways to secure the rack. One owner decided to run stainless steel bolts up from the bottom, securing them*
118 *with polished stainless steel acorn nuts.*

119 **Caring for Chrome**

120 Decorative chrome plating is sometimes called nickel-chrome plating because it always involves electroplating
121 nickel onto the object before plating the chrome. The nickel plating provides the smoothness, much of the
122 corrosion resistance, and most of the reflectivity. The chrome plating is exceptionally thin, measured in millionths of
123 an inch rather than in thousandths of an inch. When you look at a decorative chromium plated surface like a
124 luggage rack, most of what you are seeing is actually the effects of the nickel plating. The chrome adds a bluish
125 cast (compared to the somewhat yellowish cast of nickel), protects the nickel against tarnish, minimizes scratching,
126 and symbiotically contributes to corrosion resistance. But the point is, without the brilliant leveled nickel
127 undercoating, you would not have a reflective, decorative surface. Zinc provides most of the protection against rust.
128 When zinc corrodes, it forms zinc oxide. Unlike iron oxide (rust) zinc oxide does not cause a breakdown of the
129 metals surface integrity. If zinc oxide is left undisturbed, it will form a barrier to further corrosion.

130 **If that is true, why do chrome plated parts ever rust?**

131 The process of electroplating steel with zinc and chrome is extremely difficult. Anytime you have different pieces of
132 steel welded together, special care must be taken to position the part on the racking to achieve a uniform layer of
133 plating. The inside of the tubes cannot be plated, and tight crevices receive a thin layer at best. If the surface of the
134 chrome is scratched, dented, or otherwise disturbed, the zinc offers some protection, but if that is damaged, the
135 base metal will be exposed. Once rust begins, it undermines the intact zinc and chrome plating as it destroys the
136 steel base metal. There is also some porosity inherent in the plating process, and these pores are points of attack.

137 **What Can I Do to Protect the Chrome?**

138 Wash with mild soap and water, carefully dry and wax the luggage rack whenever you wash the car. There are a
139 number of chrome polishes on the market, but many of them contain abrasives, We strongly recommend using a
140 premium non-abrasive automotive wax. It is really the best protection. Wax fills in scratches, pits and pores, forming
141 a moisture barrier and it makes the chrome shine like new. Anytime the car gets wet, wipe it down with a chamois
142 and take the time to carefully dry the rack. If the car lives outside under a car cover or tarp, moisture will condense
143 on the rack so keeping it dry will be a challenge. If you keep the rack clean, dry, and waxed, it will last for many
144 years. If you don't maintain it, the rack will rust. One special note: If you live near salt water, say within 50 miles, the
145 deck is stacked against you. The rack (and any other chrome plated steel trim) will rust eventually. Proper care will
146 delay the onset, but it cannot prevent the eventual formation of rust.

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Moss Motors, Ltd.

440 Rutherford Street, Goleta, California 93117
In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

Moss Europe Ltd.

Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB
In the UK: 020-8867-2020 FAX:- 020-8867-2030

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