Supplemental Information & Instructions
for
263-100 or AHH6002 Rack & Pinion Assembly
MGA (LHD)

About this rack...

When you go install your new 263-100 steering rack into your MGA you will have to approach it from one of two ways. As your shop manual points out, if your car is apart and the frame extenders are removed, this is almost a drop in installation. However, installing a new steering rack into a running MGA calls for removal of the pinion shaft from the steering rack.

Because the new racks differ from the original racks slightly in how they are put together, we have prepared these instructions on how to remove the pinion shaft.

Instructions

Locate the 17MM cap (2a) at the bottom end of the pinion shaft.

Remove the cap using a 17MM socket (2b) or open end wrench.
After you remove the 17MM cap, you will see a 19MM nyloc nut (4a) on the end of the pinion.

To remove this 19MM nyloc nut, it will be necessary to secure the pinion shaft or it will spin right along with the nut.

You can hold the pinion shaft still using a vice with soft jaws, or wrap the pinion shaft with a rag (Fig 2). If a vice is not available, we suggest you slide a steering wheel and hub onto the end of the pinion shaft. That will give you something to hang onto while you remove the nut.

Remove the 19MM Nyloc nut using a socket (3b).

Next, you will need to loosen the load adjuster nut (4a) on the top of the steering rack housing. Notice the paint on the housing and the nut - you will use this as a reference mark for re-tightening this nut. This requires a 12MM Allen wrench.

Loosen the nut. NOTE: You do not have to remove this nut. You only need to loosen it enough to release the tension being applied to the pinion shaft.

Now you will need to remove the bearing from the end of the pinion shaft. This bearing (5a) sits between a shoulder on the lower end of the pinion shaft and the 19MM nyloc nut. It should just slide out. If the bearing will not come out easily, tap the upper end of the pinion shaft with a soft faced dead-blow hammer. A lead knock-off hammer, or a leather-faced hammer will also work. If you don’t have one of those, put a block of wood on the end of the pinion shaft to protect the splines and tap the wood with a steel hammer. The end of the pinion shaft will protrude from the housing (Fig 5) and you can then slide the bearing (5a) off the end of the pinion shaft.
Removing the Pinion Shaft

Grab the upper end of the pinion shaft and twist it counter-clockwise. This will walk it right out of the rack. Slide it all the way out of the rack housing. Cover the greased end of the pinion shaft with a large plastic bag or a clean shop rag and set it aside. Cover the openings in the rack housing with a clean shop towel/rag, and secure the covering with tape. We need to be sure that no debris or dirt finds its way into the rack as we install it in the car. Install the rack following the procedure in the factory workshop manual.

Reinstalling the Pinion Shaft

Once the rack is installed, reinstall the pinion shaft. Reassembly is simply the reverse of the steps taken during disassembly. When you reinstall the 12MM Allen pre-load adjuster nut (4a), tighten the nut until the original paint marks line up. Check the ease at which you can turn the steering wheel after the new rack is installed. This is determined by how much you tighten this nut; if the rack seems too tight, you can back off the pre-load adjuster.

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.