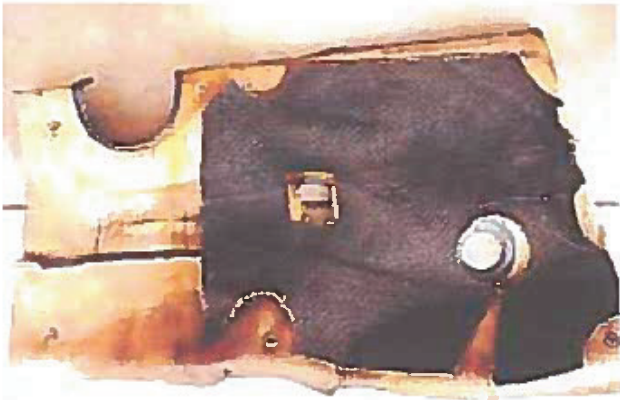


## Restoration Methods



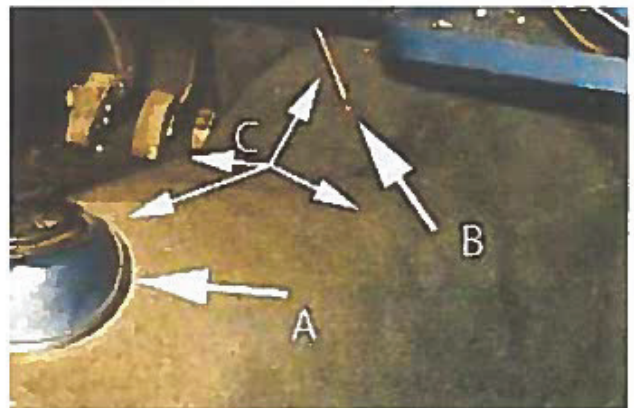
**Photo 14:** This is the style of gearbox cover used on all 100-Six and 3000 roadsters (up to the center-change gearbox). The 6-cylinder roadster cover had two longitudinal seams, as compared to the single seam on the BN2 cover. The front flange was wider (shown here) on 3000s than on 100-Sixes. On cars with grey interior trim, carpet binding around the gear lever and handbrake was done in grey vinyl, as was the piece glued behind the brake handle and the front flange was trimmed in either green (shown here) or red to blend with the carpet. On all other trim colors (black, red, or blue), the front flange trim as well as all carpet trim and binding was the same vinyl color used throughout the interior. The rubber gear lever gaiter is shaped on the underside to fit snugly over the metal gear lever retaining cup on the transmission (see also Photo 10). Rectangular ports with rubber plugs provided access for filling the gearbox (A) or lubricating the forward driveline grease fittings (B). As with the BN2, the gearbox carpet was attached using snaps (C).



**Photo 15:** This photo shows the jute pad glued to the underside of an original BN6 gearbox carpet. The carpet extends all the way back to the rear bulkhead and now has a wrapped vinyl binding around the opening to clear the hand brake.



**Photo 16:** With the one-piece gearbox-drive shaft carpet, the arm rest pad was now sewn to it, starting with BN6 C. 744 and continuing from BN4 C. 68960 through 3000s, up to the BJ8s. Note that the pad is not rectangular, but rather noticeably wider at the front than the rear. This photo is of a 3000 Mk I with grey-green interior. Original seat cushions were a bit more squared-off at the front.

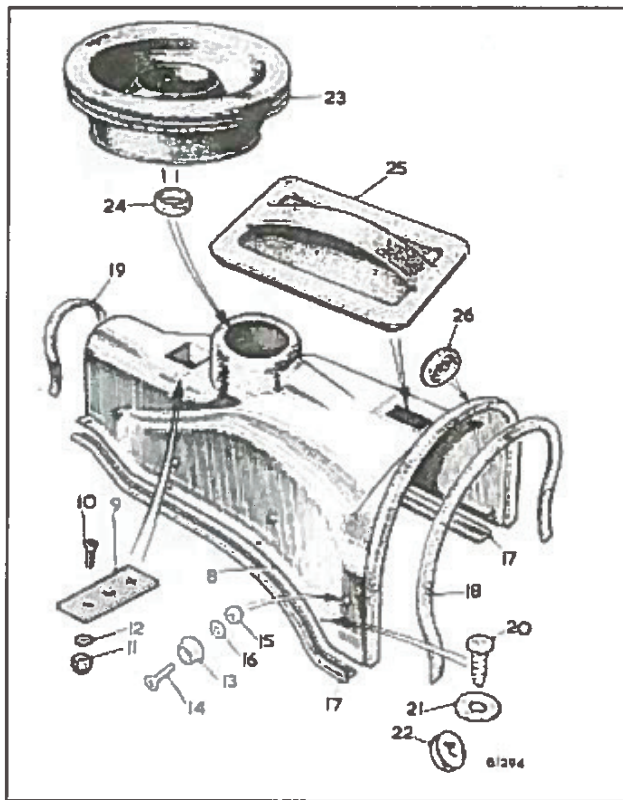


**Photo 17:** Original carpet in a center-shift BT7. The raised part of the fiberglass around the gear lever is covered in vinyl and the carpet edge is finish with a rolled vinyl binding (A). The speedometer cable passes through a hole in the carpet (B). On Mk II roadsters, a rather limited jute pad was glued to the underside of the carpet only over the top horizontal area and extending from the gear lever forward and up the sloped front (range C in the photo). This padding has not been observed on very original BJ7s or BJ8s. The carpet must be pulled back quite a bit to gain access to the gearbox for filling (see hole and plug [25] in Photo 18). The armrest pad continued to be sewn to the carpet up to the BJ8. (Photo courtesy of Peter Svilans)

and a vinyl piece glued to the tunnel behind the handbrake were continued. All vinyl pieces and binding were of the same color as used elsewhere in the cockpit. The only exception was on cars with grey interiors, where the piece of vinyl glued over the front edge of the gearbox cover was in a color to blend with the carpet.

One significant change was made when the one-piece carpet cover was introduced. From that point onward, the armrest pad was sewn directly to the carpet. This pad had vinyl sides and leather for the three pleats on top. It is noticeably wider at the front than the rear, and had a molded foam rubber pad inside, of the same type of foam used in original seat cushions.

Other details of the gearbox cover installation are well-illustrated in the Service Parts List for the BN6 and 3000 Mk I.



**Photo 18.** An illustration of the fiberglass gearbox cover used for cars with center-shift transmissions. Item #17 is the rubber seal to the chassis, BUT I believe its placement is incorrectly pictured for a number of reasons. First, a mechanic who owned a Healey repair shop for about 30 years from the late 1960s and worked on many relatively new Healeys, remembers only seeing this seal mounted over the raised metal flange that was welded to the floor. Second, the inverted "U" channel on the inside of the cover is quite wide and fits perfectly over the metal flange with the seal attached to it. And third, rubber grommets (#22) are inserted into the fiberglass flange for mounting to the floor. The face of these grommets, projecting on the flange underside, would interfere with a good seal, even if the surface was a compressible rubber strip.



**Photo 19:** This is a close-up of the original gearbox cover seal. The material is mold-  
ed, skinned foam rubber approximately 1/8 inch thick. Measured from the top of the  
curve, the long leg is 7/8 inch and the short one about 1/4 inch.

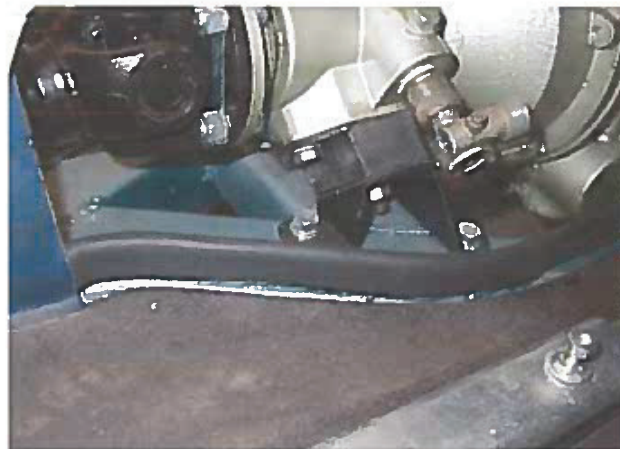
**Center-shift Healeys, 3000 Mk IIs and Mk IIIs** – With introduction of the center-shift gearbox during BN7/BT7 Mk II roadster production, a number of changes were made to the gearbox cover and its trimming. The carpet remained one piece from the front back to the rear cockpit bulkhead. However the cover structure was now made out of fiberglass and incorporated formed inverted "U" channels running lengthwise on the inside just above the bottom edges. These channels nested over metal flanges that were welded to the floor. A J-shaped rubber seal was installed between the chassis and the gearbox cover. As noted in the caption for photo 18, I believe the seal should be attached to the raised metal flange welded to the floor.

There is no source that I know of for this "J" seal, but it is easy to make a fairly close replacement using skinned foam rubber 1.5 inches wide by 1/8 inch thick from Metro Molded Parts ([www.metromp.com](http://www.metromp.com) – their item #LP-58F).

Other trimming tasks in the cockpit are fairly straight forward, so these will not be discussed here. Information can be found in period photographs of original interiors, Service Parts Lists, and by examining original cars or those that have been carefully restored with attention to accuracy.



**Photo 20:** To replicate the original inverted "J" seal, first glue the 1/8 inch thick foam strip to the back side of the metal flange, leaving enough projecting up to reach down to the floor on the front face.



**Photo 21:** The second step is to use contact cement again to adhere the strip to the outer face of the metal flange. Make sure the rubber layer is tight to the metal to keep the overall thickness at the folded edge as thin as possible.