

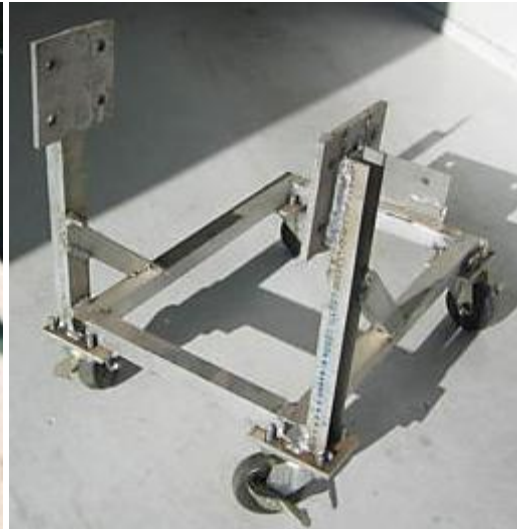
C-Series Engine – Dolly

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Item: 300271295841 Ended: **Nov-15-08** Seller: [jjeanjj](#) (200 )

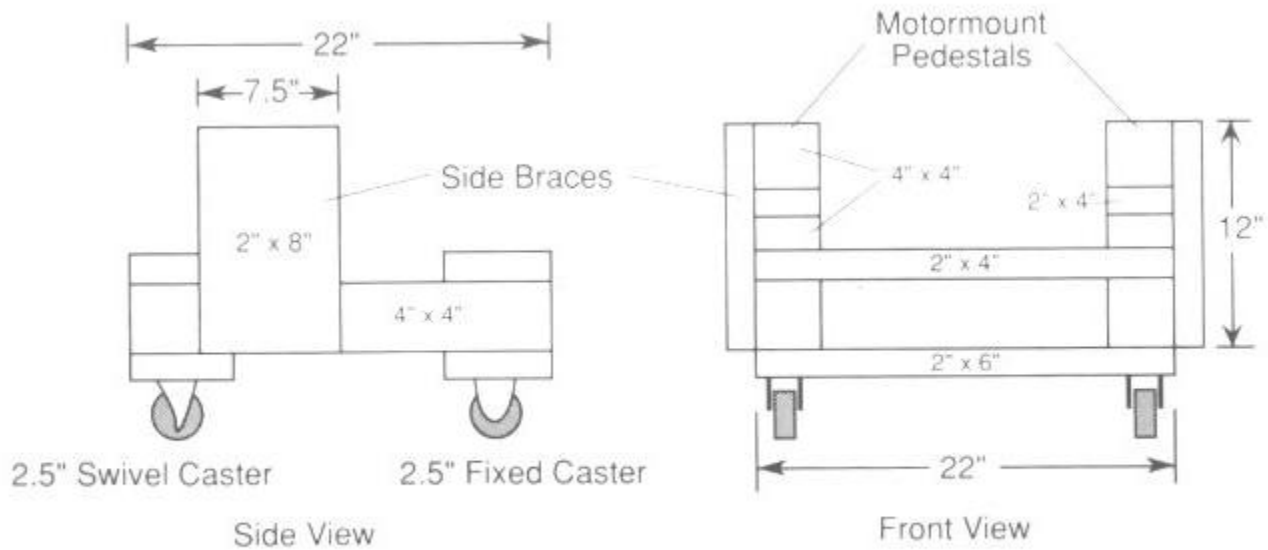
Austin Healey Engine Dolly - for all 6 cylinder engines. This is a custom-built light-weight aluminum engine dolly and includes removable casters with brakes. It attaches to the block at the engine mounts and two bell housing bolts at the rear of the block. Provides a smart way to store the engine during rebuild and can support the weight of a complete engine.



Make Your Own - Engine Dolly by Bob Hosman

Make Your Own, Part I Dolly for the 6-Cylinder Healey Engine

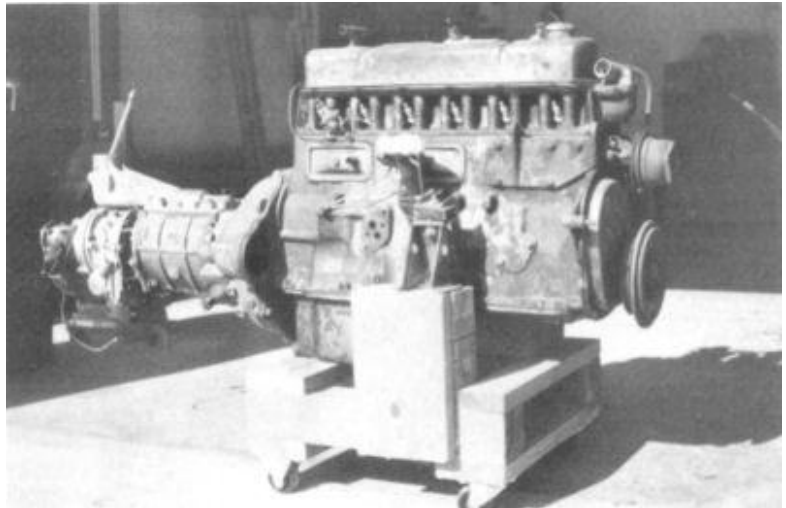
When dismantling my BJ7 for restoration, it came time to remove the engine. That's great, but where do you put 750 pounds of engine and transmission? And how do you get it there? I wasn't ready to hang the engine on the engine stand yet, so that wasn't the answer. I needed something stable, compact, and above all, movable. In other words, some kind of dolly.



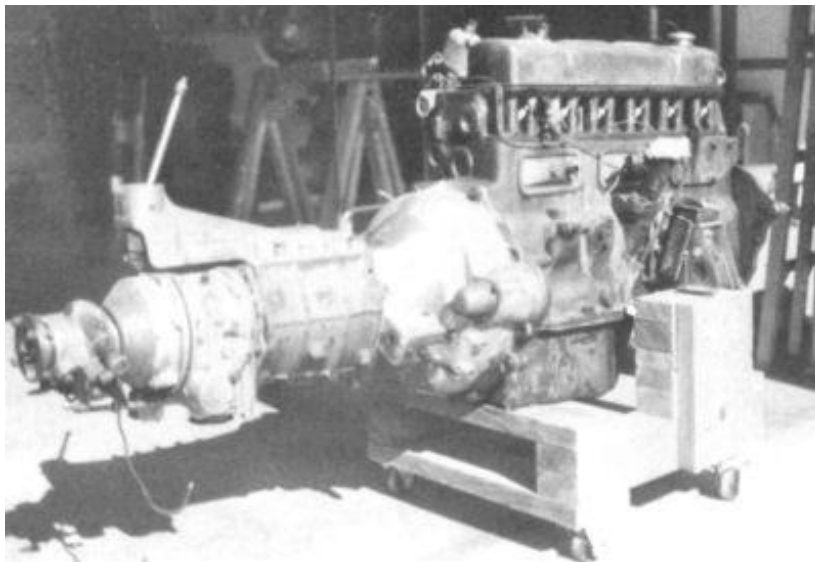
Dolly for 6-Cylinder Healey Engine

Having a perverted predilection to build what I need, I cast my eyes about our garage for the makings. Another perversion I have is accumulating odds and ends of lumber. I spotted a 4" x 4" fencepost, so I designed the thing around that. The sketch and photos tell the story better than I can with words.

Anyone with a hammer, saw, and a handful of nails can knock one together in less than an hour. The casters came from K Mart and were less than \$15.00. They have 2 1/2" wheels and a 275 pound capacity (each). Two are fixed and two swivel. I doubt it matters much which end you put the swivel casters on. Mine are as in the sketch and the dolly rolls and steers beautifully. The casters are attached with wood screws.



The dimensions can be played with a little but not much. The distance between the motor-mount pedestals (leave the motor mounts attached to the engine) is obviously fairly critical. The distance from the motor mount pedestals to the rear upper cross member is also important. The cross member fits nicely under the step up in the pan, and the engine sits just as level as you please. The motor-mount pedestals are made of two 4" x 4" blocks with a 2" x 4" block sandwiched between them and are held together by the 2" x 8" side brace (a 2" x 6" or two 2" x 4" pieces would do as well for the side brace). Be sure to nail the side brace to the motor-mount pedestal blocks before attaching them to the long 4" x 4"s.



I admit to some serious apprehension as I lowered the engine onto the dolly. Not knowing whether it would tip over, stand on its end, or demolish the dolly, I proceeded with gentle caution. The thing not only accepted the engine like a waiting bride, but it was stable to boot! And that's with transmission and overdrive still attached. With enough pilsner in my tank, I think I could saddle and straddle the engine and mix it up with the neighbourhood skateboarders.

All seriousness aside, the dolly provides an excellent platform for working on the engine while you're comfortably perched on a stool. It could even be trundled out in the street on a dark night for engine cleaning purposes (not recommended by environmentalists, ed.). A couple of large nails driven through the holes in the motor mounts and partly into the pedestals will prevent the engine from sliding on the pedestals. When we moved last year, the movers just pushed the dolly up the ramp and into the moving van. No sweat. This dolly offers a lot of bang for the buck, practicality wise. If you don't have a stock of lumber scraps you can probably find most of what you need in the scrap pile at a house-construction site (add scavenging to my perversions, and that's the last one I'm going to mention). Although this dolly was designed for the 6, I expect only minor changes in a couple of measurements would make it suitable for the 4-cylinder engine.

Austin-Healey Magazine, April 1991