

## **Scuttle Seal Installation**

**Original question:**

> The scuttle seals on my 3000 MkII BT7 are missing. Any comments on the  
> ones from Moss (fit/quality/originality)? Looks like they get them from AH  
> Spares.  
>  
> If I remember correctly, Bill Bolton use to sell a set that was considered  
> the best, but ran out of them a couple of years ago. Bill, did you get  
> any  
> more produced?  
>  
> thanks

**Response from Rich Chrysler with Photos at the end.**

**Hello all,**

**I just finished installing a pair of roadster scuttle seals that came from AH Spares. Although they are awkward by design to install at the best of times, I found that these gave no more trouble than the usual struggle! This is a situation that calls for about 4 hands at once, though there isn't room for them.**

**The fitting of them involves working them into position and marking where the holes for the split pins will need to be located. Then it's off the car, punch the holes as needed and split pins with flat washers (not supplied) must be pressed into the lower flap, the unit repositioned on the car, and the pins pushed up through the locating holes on the cowl side flange and fender rear curved flange.**

**Using an old original scuttle seal as a pattern, about an inch needs to be cut off the end of the seal that will end down behind the top door hinge. With all this fitted in place, the upper flaps of the seal must be eased open and the split pins must be opened up to lie flat and tight to the flange metal. This will now leave you with a scuttle seal assembly with the wide top most flap sitting over the top surface of the cowl, and the upper end protruding some 2" beyond the surface of the cowl.**

**Now some very careful cutting and glueing needs to take place. First, the top flap that will sit in the front corner closest to the windscreen will need a**

**triangular shaped corner cut off. This upper surface rubber flap needs to be contact cemented to the top surface of the shroud. The only thing I would criticize about these scuttle seals is the height of the seal from where it fits the inside of the U shaped trough to where the top surface flap glues to the top surface of the shroud. It is a bit too tall, requiring some cheating to make the flap glue down and sit properly.**

**The end protruding out toward the passenger compartment will need to be trimmed away so that all that remains is a single flat vertical edge flap that will turn inboard 90 degrees and attach to the vertical edge of the shroud with a single #6 screw and flat washer. This bent over end flap will make an end for the scuttle trough, something like the idea of an end on an eaves trough on your house. A bit of black weather stripping sealant will finish the job and make it waterproof.**

**This last detail is done wrong on so many cars. Most folks will simply chop the end off leaving the water trough open so in a rainstorm, the water will collect in the trough and come back and pour into the car.**

**The only thing I would criticize about these scuttle seals is the height of the seal from the inside of the U shaped trough to where the top surface flap glues to the top surface of the shroud. It is a bit too tall, requiring some cheating to make the flap glue down and sit properly.**

**I'm sending three pics of these fitted seals for reference asking their respective webmasters if they might post them to John Sims site and the Austin Healey Club of Ontario site (AHCSO).**



**This Photo shows an original undisturbed example.**



**This Photo gives under side view showing split rivet heads with flat washers.  
Also shows relation of seal which ends behind upper door hinge.**



**This Photo shows the seals in place with the dash top installed. Forward triangular flap still needs to be trimmed back so as not to interfere with where windscreens seal will seat.**



**This Photo shows windscreen now in place but final black sealant has not yet been applied.**