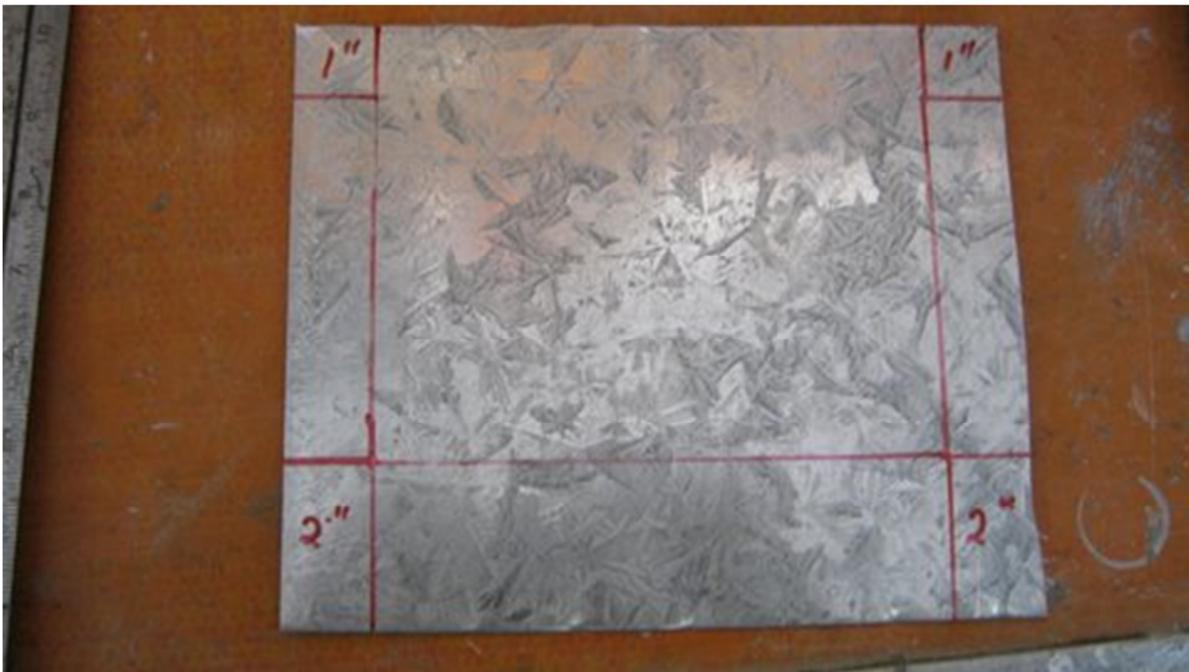


Drip Pan

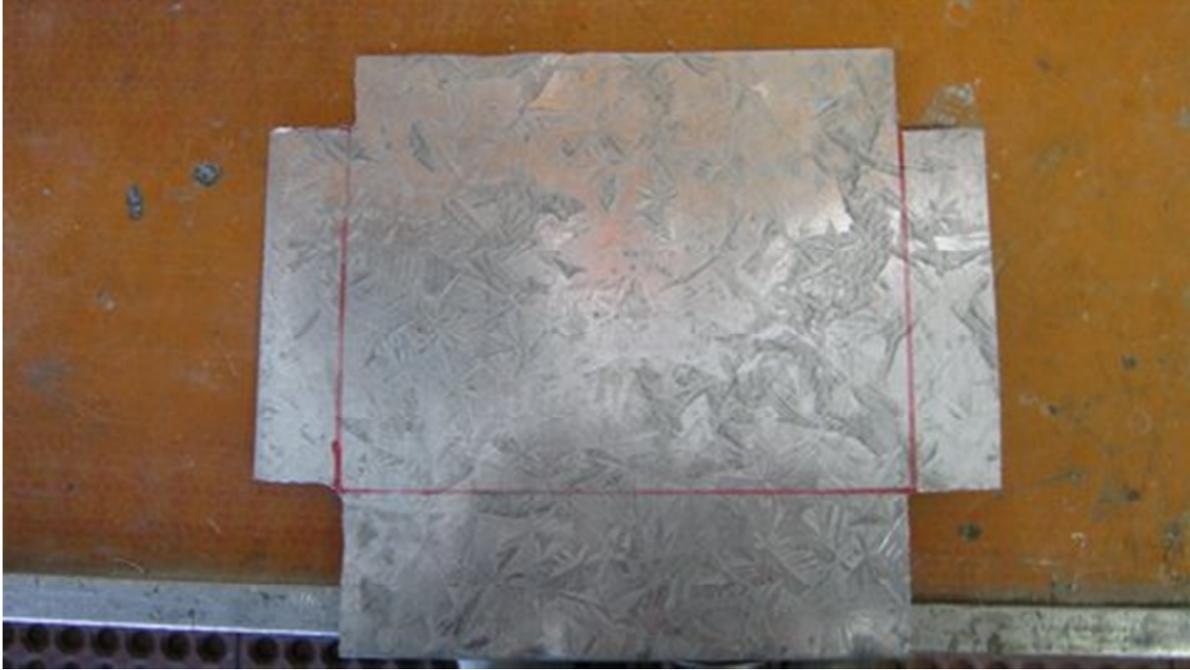
BY Jim Shope

When I rebuilt the motor on the BJ8 in the 90s, I spent about 400 dollars for a seal and the machine work. It did not stop the oil drip out of the bottom of the transmission. This was the old rope seal type so maybe it was not too good.

After getting tired of oil dripping on my garage I fabricated a drip pan that collected the oil and ran an extension from the rear drip line from the intake manifold into the drip pan. Now when the oil drips out, it collects until I make a run somewhere and it is sucked back into the manifold one drop at a time. I have had it on for years and it works great (no leaks on my garage floor from the engine (transmission is another story). I have also put this modification on a bunch of Healeys in our club.



Shown is a 9"x7.5" piece of galvanized sheet metal, but any thin sheet metal or aluminum will work. Lines show areas to measure and cut out. Home Depot sells galvanized sheet steel and aluminum in 12" by 12" sheets of various thicknesses.



Picture of sheet metal with the lined tabs cut out.



Metal folded along lines to make the drip pan with 1 inch high sides and 2 inches in the front.



Small 3/32" hole drilled approx. 1/4" down from top on left side for the 1/8 inch drain pipe to enter.



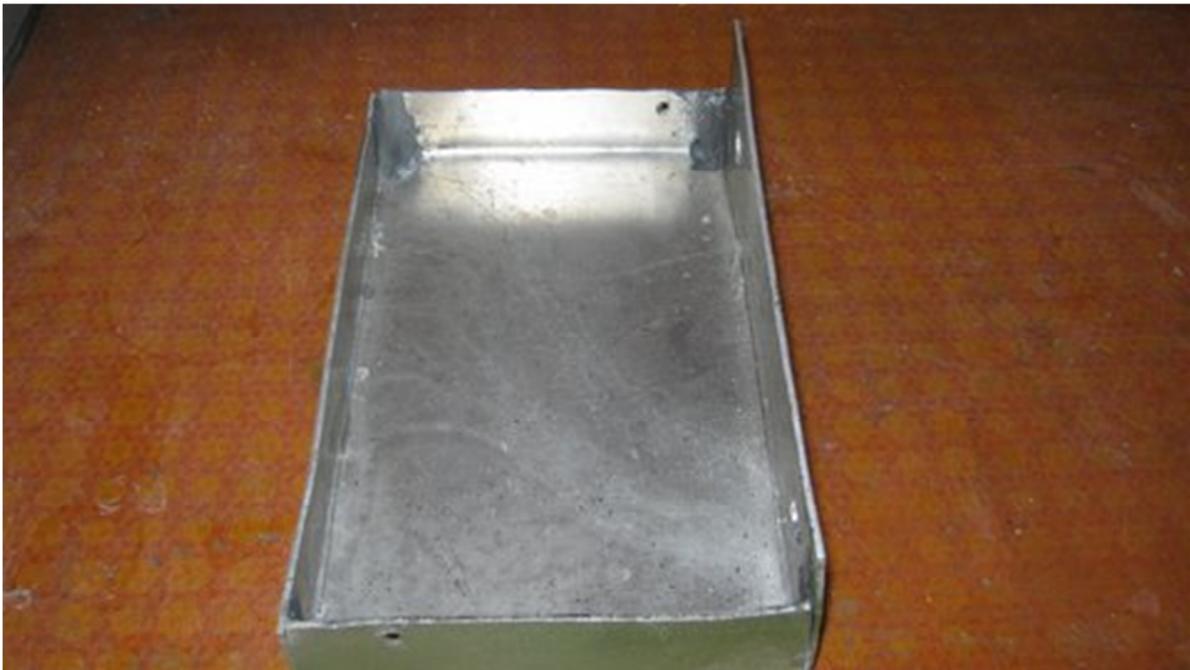
Two 7/16" holes drilled in the front piece 5 inches on center, middle of tab. Smooth up any burrs.



Aluminum drip pan with edges aluminum welded and covered with JB Weld. It will work fine with only JB Weld. Steel pans can be welded or soldered on the inside edges then coated with JB Weld to insure no drips.



Front view with edges sealed



Side view of pan with edges sealed.



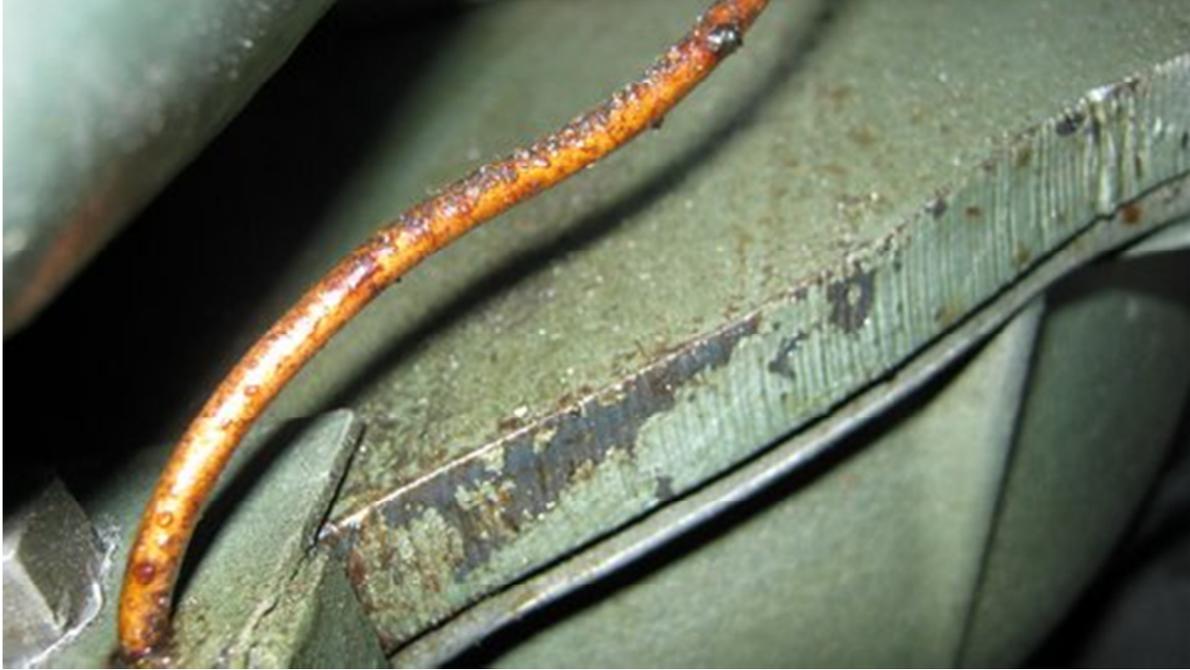
Picture of drip pan bolted to the two bottom bolts of the bell housing. It may be necessary to remove the lock washers if not enough thread is left. Use Locktight to hold the nut if that is the case.



Rear view of drip pan with hole in bottom of bell housing directly over the drip pan.



Picture of 1/8" the manifold drain pipe dropping down from the intake manifold. Bend to fit into the hole in the drip pan and insure that the end of the pipe is near the bottom of the pan. An additional foot of 1/8 inch copper pipe along with an 1/8" compression fitting to extend the manifold drain pipe if it has been bugged up or torn off near the bottom. Make sure that the extended pipe is free of obstructions. Trim to fit.



Bottom left of picture shows the 1/8" manifold drain pipe entering the drip pan. This one shows the hole in front next to the transmission bolt and nut. Either front or side of pan can be drilled for the hole that pipe enters drip pan.



Opposite side of the drip pan with the oil pan to the front.