<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>100</th>
<th>100-6</th>
<th>3000</th>
<th>Sprite</th>
<th>Date</th>
<th>Pages</th>
<th>Page #</th>
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<td></td>
<td>Contents</td>
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<td>1960</td>
<td>2</td>
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<td>A178</td>
<td>Seat Runners</td>
<td></td>
<td>X</td>
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<td>Carburetters &amp; Controls</td>
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<td>Radiator - change in gills / inch</td>
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<td>A211</td>
<td>Synchronesh unit assembly ring</td>
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<td>X</td>
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<td>A212</td>
<td>Main &amp; connecting rod bearings - change material</td>
<td></td>
<td>X</td>
<td>X</td>
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<td>1960-03-30</td>
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<td>A226</td>
<td>Gearbox - design change</td>
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<td>X</td>
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<td>1960-05-05</td>
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<td>A237</td>
<td>Road Wheels</td>
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<td>X</td>
<td></td>
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<td>1960-05-24</td>
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<tr>
<td>A237</td>
<td>Disc Brakes-dust covers &amp; seals</td>
<td></td>
<td>X</td>
<td></td>
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<td>1960-05-24</td>
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<td>Gearbox-Layshaft gear unit</td>
<td></td>
<td>X</td>
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<td>1960-07-08</td>
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<td>A255</td>
<td>Petro Pipes</td>
<td></td>
<td>X</td>
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<td>A255</td>
<td>Hand brake cable clip</td>
<td></td>
<td>X</td>
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<tr>
<td>A255</td>
<td>Front road springs</td>
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<td>Petrol [gas] pipes</td>
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<td>A271</td>
<td>Hand brake cable clip</td>
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<td>Front road springs</td>
<td></td>
<td>X</td>
<td></td>
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<td>1960-09-07</td>
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<td>A274</td>
<td>Disc brake pads</td>
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<td>Disc brake squeal</td>
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<td>Accelerator Shaft Bushes</td>
<td></td>
<td>X</td>
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<td>A283</td>
<td>Timing Chain Tensioner</td>
<td></td>
<td>X</td>
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<td>1960-09-28</td>
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<td>A285</td>
<td>Carburetters-fast idle</td>
<td></td>
<td>X</td>
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<td>1960-09-30</td>
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<td>A285</td>
<td>Overdrive Gearbox-strainer &amp; drain plug</td>
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<td>X</td>
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<td>1960-09-30</td>
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<td>A286</td>
<td>Under sealing</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
<td>1960-10-06</td>
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<td>A288</td>
<td>Brake pipe unions</td>
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<td>X</td>
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<td>1960-10-06</td>
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<td>A289</td>
<td>Rear tyre fouling</td>
<td>X</td>
<td>1960-10-18</td>
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<td>24</td>
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<td>A292</td>
<td>Disc brake pads</td>
<td>X</td>
<td>1960-10-18</td>
<td>1</td>
<td>25</td>
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<tr>
<td>A294</td>
<td>Windscreen contamination [silicone]</td>
<td>X X X X</td>
<td>1960-10-18</td>
<td>1</td>
<td>26</td>
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<tr>
<td>A295</td>
<td>Radiator hoses</td>
<td>X</td>
<td>1960-10-18</td>
<td>1</td>
<td>27</td>
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<tr>
<td>A295</td>
<td>Change - speed lever</td>
<td>X</td>
<td>1960-10-18</td>
<td>1</td>
<td>27</td>
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<td>A306</td>
<td>Sump protection plate</td>
<td>X</td>
<td>1960-11-11</td>
<td>1</td>
<td>28</td>
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<tr>
<td>A310</td>
<td>Replacement shell &amp; parts required</td>
<td>X</td>
<td>1960-11-22</td>
<td>1</td>
<td>29</td>
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<tr>
<td>A313</td>
<td>Body alignment checking jig</td>
<td>X</td>
<td>1960-11-23</td>
<td>2</td>
<td>30-31</td>
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<tr>
<td>A319</td>
<td>Overdrive lubrication</td>
<td>X X X X</td>
<td>1960-12-07</td>
<td>1</td>
<td>32</td>
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<tr>
<td>AC210</td>
<td>Engine oil filter bolt torque</td>
<td>X X X X</td>
<td>1960-12-15</td>
<td>1</td>
<td>33</td>
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<td></td>
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</tr>
</tbody>
</table>
IMPORTANT MODIFICATIONS

Seat runners
From Car No. 28139 - Healey 'Sprite'
To extend forward adjustment
Bottom seat runners lengthened.
Interchangeable in pairs only.

Carburetters & controls
From Car No. 5234 - BN.7
5310 - BT.7 Healey '3000'
Manually-operated choke control introduced.
For modification to earlier cars see
Austin Service Journal No. A/166

Rod - engine oil indicator
From Car No. 74132 - Nash 'Metropolitan'
To improve accessibility
Oil level indicator rod now cranked away from crankcase.
Interchangeable.
IMPORTANT MODIFICATIONS

Radiator

From Car No. 6487 (BN,7)  
6320 (BT,7)  
Healey 3000

PAU/856

To improve cooling

Radiator now has 12 gills per inch, instead of 10 as previously.

Interchangeable.

Front spring seat

From Car No. 67093 (R.H.D.)  
67151 (L.H.D.)  
A46 (AZS.6)

PAU/346

Improved design

Front spring seat with strengthened flanged section introduced.

Interchangeable.
1. **Wear of inner pads** may be due to water and road grit. It can be prevented by fitting dust covers, Part No. BTC204 (R/H) and BTC205 (L/H), with rubber seals, Part No. BTC171, as shown in the sketch below.

It will, of course, be necessary to remove the hub assemblies from the car before the dust covers can be fitted.

The following parts are required per car:

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dust cover assembly - R/H</td>
<td>1</td>
<td>BTC204</td>
</tr>
<tr>
<td>Dust cover assembly - L/H</td>
<td>1</td>
<td>BTC205</td>
</tr>
<tr>
<td>Rubber seal - dust cover</td>
<td>2</td>
<td>BTC171</td>
</tr>
<tr>
<td>Washer - plain</td>
<td>2</td>
<td>PWZ106</td>
</tr>
<tr>
<td>Washer - plain</td>
<td>2</td>
<td>BTC211</td>
</tr>
<tr>
<td>Washer - shakeproof</td>
<td>2</td>
<td>LWZ506</td>
</tr>
<tr>
<td>Washer - shakeproof</td>
<td>6</td>
<td>LWZ507</td>
</tr>
</tbody>
</table>
2. Scoring of brake discs is not detrimental, provided that the scoring is concentric, even and not excessive. However, if it is thought advisable, the disc faces may be ground to a maximum of .040" (1.02 mm.). The following points must be observed:

(a) no more than .040" (1.02 mm.) is to be removed per disc (i.e., after grinding, the thickness must be not less than .380/.375" (9.65/9.40 mm.),

(b) faces must run true to within .002" (.051 mm.),

(c) thickness must be parallel to within .001" (.025 mm.).
SYNCHROMESH UNIT ASSEMBLY RING

PART No. 18G144

A.30
A.35
A.30 (A2S.6)
Healey 'Sprite'

To allow this tool to be used for current models (on which the synchromesh hub tolerances have been slightly increased) future supplies will have a larger bore.

It is recommended that any tools in service should have the bore machined to a diameter of 2.270” ± .001” (57.658 ± .027 mm).
MAIN & CONNECTING ROD BEARINGS

SEVEN
A.30; A.35
A.40 (A28.6)
AUSTIN-HEALEY 'SPRITE'
METROPOLITAN
A.55 (HS.6 range)
A.55 - Mark II (HS.8)
AUSTIN-HEALEY 100 SIX
(BN.6)
AUSTIN-HEALEY 3000
(BN.7 & BT.7)
TAXI (FX3D & FX4D)
HIRE-CAR (FL ID & FL2D)

Lead tin overlay bearings are being supplied by
B.M.C. Service Ltd. as approved alternatives to the lead indium
overlay type. They carry the same engine set Part No.

These bearings, although greyish in colour, have a brighter
appearance than their lead indium counterparts.

In order to identify the two types readily (and also to
avoid possible confusion between lead tin and white metal
bearings), refer to the chart overleaf:
<table>
<thead>
<tr>
<th>MODELS</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>IDENTIFICATION MARK ON BACK OF BEARING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>Lead INDIUM Overlay</td>
</tr>
<tr>
<td>A.30</td>
<td>SG2203</td>
<td>Connecting rod bearing</td>
<td>2A729 P</td>
</tr>
<tr>
<td>SEVEN, A.35, HEALEY 'SPRITE'</td>
<td>SG2198</td>
<td>Connecting rod bearing</td>
<td>2A690 P</td>
</tr>
<tr>
<td>A.40 (A2S.6)</td>
<td></td>
<td></td>
<td>2A729 P</td>
</tr>
<tr>
<td>HEALEY 'SPRITE'</td>
<td>SG2222</td>
<td>Crankshaft main bearing</td>
<td>AEA308 P</td>
</tr>
<tr>
<td>A.55 (HS.6)</td>
<td>SG2207</td>
<td>Connecting rod bearing</td>
<td>1H962 P</td>
</tr>
<tr>
<td>A.55 Mark II (HS.8) METROPOLITAN</td>
<td></td>
<td></td>
<td>1H962 P</td>
</tr>
<tr>
<td>HEALEY 100 SIX (BN.6)</td>
<td>AJC5159</td>
<td>Connecting rod bearing</td>
<td>AEC801 P</td>
</tr>
<tr>
<td>HEALEY 3000 (BN.7 &amp; BT.7)</td>
<td></td>
<td></td>
<td>1B69 P</td>
</tr>
<tr>
<td>HIRE-CAR (FL1D) HIRE-CAR (FL2D) TAXI (FX3D)</td>
<td>SG2116</td>
<td>Connecting rod bearing (top half)</td>
<td>1B69 P</td>
</tr>
<tr>
<td>HIRE-CAR (FL1D)</td>
<td>SG2115</td>
<td>Crankshaft main bearing (bottom half, front &amp; centre)</td>
<td>1B34 P</td>
</tr>
<tr>
<td>HIRE-CAR (FL2D)</td>
<td>SG2219</td>
<td>Connecting rod bearing</td>
<td>1B69 P</td>
</tr>
<tr>
<td>HIRE-CAR (FL2D) TAXI (FX3D)</td>
<td>SG2218</td>
<td>Crankshaft main bearing (front &amp; centre)</td>
<td>1B34 P</td>
</tr>
<tr>
<td>HIRE-CAR (FL2D) TAXI (FX4D)</td>
<td></td>
<td>Crankshaft main bearing (rear)</td>
<td>1B36 P</td>
</tr>
<tr>
<td>HIRE-CAR (FX4D)</td>
<td></td>
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<td>1B36 P</td>
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</table>
## IMPORTANT MODIFICATIONS

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Door glasses and catch assemblies</td>
<td>From Body No. 11899 - Seven to improve fixing Pegs provided on window catch assemblies to fit holes now incorporated in door glasses. Interchangeable in sets only.</td>
<td>PAU/909</td>
</tr>
<tr>
<td>Air cleaner and fixing details</td>
<td>From Car No. 39319 - A.55 Cambridge (Mark II) Standardisation Paper element air cleaner (previously fitted to U.K. cars only) replaces oil-bath type for ex-U.K. models. Interchangeable in sets only.</td>
<td>PAU/893</td>
</tr>
<tr>
<td>Quarter-light sealing rubbers</td>
<td>From Body No. 013804 - Seven To improve sealing Sealing rubber of improved section introduced. Interchangeable.</td>
<td>PAU/900</td>
</tr>
<tr>
<td>Exhaust clamp washers</td>
<td>From Car No. 74401 (RHD) A.55 Cambridge 74451 (LHD) (Mark II) To prevent damage to clamp when tightening clamp bolts Washer diameter increased. Interchangeable.</td>
<td>PAU/892</td>
</tr>
<tr>
<td>Gearbox</td>
<td>From Engine No. 10897 (overdrive gearbox) Austin- 11342 (standard gearbox) Healey '3000' Improved design Drive, first, second, third and reverse gears and layshaft gear unit modified to increase stiffness. Bushes replace needle rollers for layshaft gear unit. Interchangeable in sets only.</td>
<td>PAU/967</td>
</tr>
</tbody>
</table>
Joint washer - cylinder head

From Engine No. 15AA-U-H.62601
15AA-U-L.61321 ) A.55 Cambridge
15AA-N-H.61087 ) (Mark II)
15AA-N-L.61772 )
15-N-L. 187875 ) A.55 (HS.6, HK.6,
15-N-H. 187501 ) HQ.6, HV.6)

Improved design
Modified gasket with thickness of asbestos reduced and thickness of copper and steel increased.
Ferrules now of the push-through type.
Interchangeable.

Pipe - vacuum ignition control

From Engine No. 32663 - Austin-Healey 'Sprite'
To incorporate fuel trap
Vacuum ignition control pipe now incorporates fuel trap.
Interchangeable.

Rear road spring seat

From Car No. AV.5 218191 (RHD) ) A.39 Van
AV.5 217642 (LHD) ) & Pick-up
AP.5 217110 )
To improve rigidity
Spring seats now have stronger flanged section at base.
Interchangeable.

Differential gear; driving flange nut

From Engine No. 8A-U-H 17085 - Seven
To allow nut to be tightened to correct torque-wrench setting
Nyloc nut replaces slotted nut.
Differential gear modified to suit.
New nut should be tightened to torque-wrench setting of 86 lbs/ft. (11.75 kgm.).
Nyloc nuts may be fitted to old-type gears.

Front swivel hub; spring for ball seat

From Car No. 16250 (RHD) "Seven"
15848 (LHD) )
To prevent spring becoming coil-bounded
Length of spring increased; depth of locating recess in swivel hubs increased to suit.
Interchangeable in sets.
## Important Modifications

<table>
<thead>
<tr>
<th>Part</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston - scraper ring</td>
<td>From Engine No. 8A-U-H 24388 - SEVEN</td>
<td>To improve oil consumption</td>
</tr>
<tr>
<td></td>
<td>Scraper ring of improved material introduced. Ring to wall pressure increased from 65/96 oz. (1842.63/2721.42 gr.) to 80/120 oz. (2267.85/3401.78 gr.).</td>
<td>Interchangeable</td>
</tr>
<tr>
<td>Tap - fuel filter to injection pump pipe</td>
<td>From Engine No. 763 - TAXI (FX4D) 276 - HIRE-CAR (FL2D)</td>
<td>To eliminate possibility of fuel leaks</td>
</tr>
<tr>
<td></td>
<td>Tap now of cork-seated type (was plug type).</td>
<td>Interchangeable</td>
</tr>
<tr>
<td>Road wheels</td>
<td>From Car No. 39224 - AUSTIN-HEALEY Sprite</td>
<td>Improved design</td>
</tr>
<tr>
<td></td>
<td>Strengthened wheel with longer ribs and re-positioned vent holes introduced.</td>
<td></td>
</tr>
<tr>
<td>Disc brakes</td>
<td>From Car No. 9088 (disc wheels) 9090 (wire wheels) BT 7</td>
<td>To prevent pad wear</td>
</tr>
<tr>
<td></td>
<td>9450 (disc wheels) BN 7</td>
<td>Dust covers and seals fitted to brake assemblies.</td>
</tr>
<tr>
<td></td>
<td>9453 (wire wheels)</td>
<td>See Service Journal A/205 for application to earlier cars.</td>
</tr>
</tbody>
</table>
IMPORTANT MODIFICATIONS

Clutch housing (manual gearbox)  From Car No. 15926 RHD ) 16124 LHD ) A.99 WESTMINSTER  PAU / 1019
To reduce possibility of vibration at high speed
Clutch housing bosses thickened, necessitating longer fixing bolts and dowels.
Exhaust clip bracket modified and distance-piece introduced.
Interchangeable in sets only.

Sun visors  From Body No. 79333 - A.66 CAMBRIDGE (Mark II)  PAU / 1020
To prevent rattle
Projecting end plug and sleeve fitted to sun visor and retaining bracket screwed to windscreen header panel (plug engages with retainer to prevent rattle).
Earlier cars may be modified.

Buffer – rear R/H shock-absorber  From Car No. 11016 RHD ) 29513 LHD ) SEVEN  PAU / 997
To prevent damage to items carried in luggage boot
Rubber buffer fitted to cover shock-absorber mounting projecting through wheel arch.
May be fitted to earlier cars.

Crankshaft rubber plug  From Engine No. 8A-U-H.22525 – SEVEN  PAU / 997
Improved assembly
Rubber plug deleted from production assembly with improved fit of brass plug.

* Paragraph 4 amended.
Front and rear brake linings
From Car No. 955 TAXI & HIRE CAR (FX4D; FL2D)
To improve braking
Brake lining material changed from Ferodo MZ.41 to DON56.
Interchangeable in axle sets only.

Layshaft gear unit
From Engine No. 14566 (overdrive) HEALEY 3000
14910 (non-overdrive) PAU / 1025
Improved design
Reintroduction of needle rollers for layshaft gear unit, replacing plain bushes.
New gear unit with rollers, washers and spacer may be used to service earlier cars.

Accelerator pedal
From Car No. 30662 (RHD) SEVEN
30258 (LHD) PAU / 997
To improve pedal position and to provide a positive return stop
Accelerator pedal re-shaped and return stop fitted to fixing bolt for brake and clutch pedal bracket.
Accelerator pedal and stop may be fitted to earlier cars.
IMPORTANT MODIFICATIONS

Petrol Pipes
From Car No. 41016 - HEALEY 'SPRITE'
To eliminate vibration and chafing
Single pipe (tank to pump) replaced by
two Bundy pipes and a flexible pipe.
Interchangeable in sets.

Hand brake cable clip
From Car No. 10475 - HEALEY 3000 (BT.7)
To prevent cable fouling propeller shaft
Clip fitted to rear floor.
May be fitted to earlier cars.

Front road springs
From Car No. 10329 (BN.7) - HEALEY 3000
   10303 (BT.7)
To improve road-holding
Front coil springs re-rated.
Interchangeable in pairs.

Brake pressure regulating valve
From Car No. 7032 - A.99 WESTMINSTER
To improve braking
Valve setting increased from 750 lbs
(340.2 kg.) to 950 lbs, (430.9 kg.),
Interchangeable.

Front shock absorbers
From Car No. 104920 - RHD ) A.40 COUNTRYMAN
                   104834 - LHD ) (AAW,6)
To provide a softer 'ride'
Shock absorber settings modified.
Interchangeable.
IMPORTANT MODIFICATIONS

Petrol Pipes
From Car No. 41016 - HEALEY 'SPRITE'
To eliminate vibration and chafing
Single pipe (tank to pump) replaced by
two Bundy pipes and a flexible pipe.
Interchangeable in sets.

Hand brake
cable clip
From Car No. 10475 - HEALEY 3000 (BT.7)
To prevent cable fouling propeller shaft
Clip fitted to rear floor,
May be fitted to earlier cars.

Front road
springs
From Car No. 10329 (BN.7) - HEALEY 3000
10303 (BT.7)
To improve road-holding
Front coil springs re-rated.
Interchangeable in pairs.

Brake pressure
regulating
valve
From Car No. 7032 - A.99 WESTMINSTER
To improve braking
Setting increased from 750 to 950 lbs/sq.in.
(54.73 to 69.79 kg/cm^2).
Interchangeable.

Front shock
absorbers
From Car No. 104220 - RHD A.40 COUNTRYMAN
104834 - LHD (AAW.9)
To provide a softer 'ride'
Shock absorber settings modified.
Interchangeable.

* "lzs./sq.in." was"lbs" (item 4)
DISC BRAKE PADS

AUSTIN-HEALEY 3000

As notified in Parts List Amendment PAU/1042, the material specification of the disc brake pads was changed from DS.3 to DS.3/F at Car Nos. 10338 (Disc wheels - BN.7), 10309 (wire wheels BN.7), 10360 (disc wheels - BT.7) and 10269 (wire wheels BT.7).

It is important to note that if a new caliper assembly, Part No. BTC172 (RH) or BTC173 (LH), which will incorporate the DS.3/F brake pads, is fitted to one side, the pads on the opposite caliper also should be changed.

Pads to the new DS.3/F specification are to Part No. 8G8476.
SQUEAL FROM DISC BRAKES

This may be prevented by fitting four anti-squeal shims,
Part No. BHA4195, which should be positioned between each of the
brake pads and pistons, with the arrow mark pointing in direction
of forward rotation of wheel, as shown at 'A'.

AUSTIN-HEALEY 3000

9 September 1960
ACCELERATOR SHAFT BUSHES

EXCESSIVELY WORN FELT BUSHES SHOULD BE REPLACED BY THE NYLON AND COMPOSITION TYPES WHICH HAVE BEEN STANDARDISED FOR THE AUSTIN-HEALEY 3000.

DETAILS ARE AS BELOW:

<table>
<thead>
<tr>
<th>Part No. (Felt)</th>
<th>Description</th>
<th>Qty.</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A832</td>
<td>Bush - accelerator pedal shaft (engine side)</td>
<td>1</td>
<td>AHB8748</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(Nylon)</td>
</tr>
<tr>
<td>1A832</td>
<td>Bush - accelerator pedal shaft (pedal side)</td>
<td>1</td>
<td>AHB8950</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(Composition)</td>
</tr>
<tr>
<td>1A832</td>
<td>Bush - accelerator cross-shaft</td>
<td>2</td>
<td>AHB8950</td>
</tr>
</tbody>
</table>

In addition, the existing throttle relay shaft bearing (in the dash), Part No. 1G2175, should be replaced by a composition bush, Part No. AHB8944.

The above were fitted to the Healey 3000 from Car Nos:

7193 RHD  ) BT.7
7190 LHD  )
7637 RHD  ) BN.7
7436 LHD  )

The positions of the original bushes and bearing are shown in Service Parts List AKD1151, plate 'AK', Illustration Nos. 6, 18, 25 & 60 respectively.

* Relay shaft bearing included;
change points & Service Parts List reference added.
TIMING CHAIN TENSIONER

The slipper head assembly of the timing chain tensioner fitted to the above is now offered as a service part under Part No. 17H31.

This assembly, which consists of the slipper head ('A' in sketch), spring 'B' and plunger 'C', may be used as a replacement in the original body, provided that the latter is not damaged or unduly worn.

If the mouth of the bore of the body has worn oval by more than .003" (.076 mm.), then the body should be scrapped and a complete new tensioner fitted.

The Workshop Manuals give full instructions on removing and dismantling these units.
IMPORTANT MODIFICATIONS

Shock absorbers
- front
  From Car No. 108180 - RHD ) A.40
  108099 - LHD ) Series A2S.6
  104920 - RHD ) A.40 COUNTRYMAN
  104834 - LHD ) Series AAW.6
  PAU/1065
  PAU/1038

- rear
  From Car No. 111682 - RHD ) A.40
  107362 - LHD ) Series A2S.6
  111729 - RHD ) A.40 COUNTRYMAN
  111811 - LHD ) Series AAW.6
  PAU/1057
  PAU/1060

To provide softer ride.
Shock absorber settings modified.
Interchangeable.

Carburetters
From Engine No. 18656 - AUSTIN-HEALEY 3000
Improved design.
Introduction of modified 'fast idle' actuating mechanism incorporating roller type cam shoe and rod assembly.
Jet housing modified to suit.
Carburetters interchangeable in pairs.

PAU/1096

Overdrive gearbox - oil strainer & drain plug
From Engine No. 8745 - AUSTIN-HEALEY 3000
Improved design.
Oil drain plug for front casing and oil strainer modified to suit magnet fitted in drain plug.
Interchangeable.

PAU/1097

Driving mirror
From Body No. 87932 - A.55 CAMBRIDGE (Mark II)
To eliminate vibration
Stouter bracket introduced and mirror modified to suit.
Interchangeable.

PAU/1093
UNDERSEALING

Isolated cases of careless application of underseal have caused the blocking of rear axle oil breathers, chassis lubrication points, etc.

It is essential that Workshop personnel be reminded that proper and adequate masking is essential before undersealing is undertaken.

6 October 1960
BRAKE PIPE UNIONS

ALL MODELS

The present brake pipe union (Fig. 1) is being superseded by that in Figure 2, but it is permissible to use both unions in conjunction with the "double-flare" Bundy tube.
REAR TYRE FOULING

AUSTIN-HALEY 3000

At Car Nos. 10306 (BN.7) and 10299 (BT.7) the RS.4 Road Speed tyres were replaced by RS.5 tyres having an improved tread pattern. The new tyres may be fitted in sets to earlier cars.

However, when fitting RS.5 tyres to cars prior to those quoted above, it is essential that the bolts securing the bump-rubber bracket to the wheel arch are shortened by 0.5" (12.7 mm.).
DISC BRAKE PADS

A.99 Westminster
HEALEY 3000

Wear on these is automatically compensated during braking and manual adjustment is therefore not required.

However, to maintain peak braking efficiency and maximum pad life, the pads should be examined at every 3,000 miles (4,800 km.) service. Should the wear on one pad be greater than on the other, their operating positions should be changed over.

Workshop Manual, Driver's Handbook and Voucher Book references are being suitably amended.
WINDSCREEN CONTAMINATION

If windscreen smearing has occurred, due to the indiscriminate use of a duster containing a silicone-based polish (or traces of this type of polish washed down from the roof) either of the following methods may be employed for removal:

(a) an extremely mild abrasive such as use for domestic purposes,

(b) a very strong solution of detergent and hot water (but ensure that no solution is allowed to get on the paintwork).
### IMPORTANT MODIFICATIONS

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
<th>Change No.</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radiator hoses</td>
<td>From Car No. 12049 (BN,7)</td>
<td>Hooley 3000</td>
<td>PAU / 1098</td>
</tr>
<tr>
<td></td>
<td>12063 (BT,7)</td>
<td></td>
<td>1099</td>
</tr>
<tr>
<td></td>
<td>To prevent collapse</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hoses with thicker walls introduced.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Interchangeable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylinder block</td>
<td>From Engine No. 15AMW-N-H,43192</td>
<td></td>
<td>PAU / 1124</td>
</tr>
<tr>
<td></td>
<td>15AMW-N-L,42701</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15AMW-U-H,46351</td>
<td></td>
<td>A.55 Cambridge</td>
</tr>
<tr>
<td></td>
<td>15AMW-U-H,45018</td>
<td></td>
<td>Mark II</td>
</tr>
<tr>
<td></td>
<td>To reduce possibility of oil leaks</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Stiffness of side covers increased by</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>slight thickening of material</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Interchangeable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side covers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change-speed lever</td>
<td>From Engine No. 20598 - Healey 3000</td>
<td></td>
<td>PAU / 1130</td>
</tr>
<tr>
<td></td>
<td>To improve gear-change operation</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Change-speed lever now cranked at knob end</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Interchangeable</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SUMP PROTECTION PLATE

AUSTIN-HEALEY 3000

(BN.7; BT.7)

To prevent sump damage in very rough country, a mild steel protection plate (Fig. 1) may be welded to the sump in six places (Fig. 2).

Sumps should be drained and removed before welding. Arc-welding is preferable if distortion is to be avoided and Sifbronze will also enable a satisfactory job to be made.
REPLACEMENT SHELL & UNDERFRAME ASSEMBLY - ADDITIONAL PARTS REQUIRED

When supplying a body shell & underframe assy. AHA5145, for cars prior to 5477 (except 5137, 5287, 5288), supply also:

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AHA5360</td>
<td>1 Exhaust pipe</td>
</tr>
<tr>
<td>AHA5361</td>
<td>1 Bracket - exhaust</td>
</tr>
<tr>
<td>AHA5221</td>
<td>2 Clips - rear spring</td>
</tr>
<tr>
<td>HBZ0626</td>
<td>4 Bolts - spring to frame</td>
</tr>
</tbody>
</table>

and the following additional items for cars prior to 4333 and for cars 4471, 4622, 4680, 4684:

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AHA5446</td>
<td>2 Shock absorber links</td>
</tr>
<tr>
<td>AHA5305</td>
<td>1 Mounting bracket (shock absorber) R/H</td>
</tr>
<tr>
<td>AHA5306</td>
<td>1 Mounting bracket (shock absorber) L/H</td>
</tr>
<tr>
<td>HBZ0630</td>
<td>2 Bolts - shock absorber to bracket</td>
</tr>
<tr>
<td>HBZ0612</td>
<td>2 Bolts - shock absorber to bracket</td>
</tr>
<tr>
<td>LNZ106</td>
<td>4 Nuts</td>
</tr>
<tr>
<td>PWZ106</td>
<td>4 Plain washers</td>
</tr>
<tr>
<td>LWZ306</td>
<td>4 Spring washers</td>
</tr>
<tr>
<td></td>
<td>1 Wheel arch liner R/H</td>
</tr>
<tr>
<td></td>
<td>1 Wheel arch liner L/H</td>
</tr>
<tr>
<td></td>
<td>1 Heelboard liner assy.</td>
</tr>
</tbody>
</table>

for Part Nos. refer to Service Parts List.
BODY ALIGNMENT CHECKING JIG

AUSTIN-HEALEY SPRITE

Tool No. : 18G603
Weight : 107 lbs.

The complete equipment necessary for checking body alignment on the Austin-Healey 'Sprite' is shown in Figure 1, below:

This comprises the front end portion (in two parts) and the two rear items for attaching to the rear spring mountings, together with all essential locating pins, nuts and bolts, etc.

The jig is supplied in a strong wooden box marked with its Part No.

The disposition of the various items of the jig, when in use, are shown in Figure 2, above. It should be noted that the front portion of the jig, being in two halves, must come together with the flat faces parallel as shown at 'A'.

LITHOGRAPHED IN ENGLAND
All essential and necessary dimensions are given in Figures 3 & 4. Checking procedure follows the normal practice.
The following oils are specified for this application:

1. Duckham's NOL Thirty
2. Castrol X.L.
3. Esso Extra Motor Oil 20W/30
4. Mobil Oil A
5. Shell X-100 30
6. Energol S.A.E. 30
7. Medium Filtrate 30
8. Sternoil W.W. 30

These are the only RECOMMENDED lubricants. Alternatives must be in every way comparable but the British Motor Corporation cannot undertake to make comparisons.

ADDITIVES OF ANY TYPE ARE UNNECESSARY AND WILL INFRINGE THE WARRANTY.
ENGINE OIL FILTER

Oil leaking from the oil filter can be attributed to a damaged rubber sealing ring in the filter head caused by over-tightening the centre bolt.

When replacing an element, the rubber sealing ring should be examined and replaced if necessary. Note that the centre bolt should be tightened to a torque figure of:

- 20 lbs./ft. (2.76 kgm.) - Tecalémit filter
- 10 lbs./ft. (1.38 kgm.) - Purolator filter.