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<td>A324</td>
<td>Lubrication of bonnet release</td>
<td>X</td>
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<td>1961-01-04</td>
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<td>A326</td>
<td>Control box</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<td>SU date marking system explained</td>
<td>X</td>
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<td>X</td>
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<td>1961-01-13</td>
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<td>1961-02-03</td>
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<td>A380</td>
<td>Throttle control linkage</td>
<td>X</td>
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<td>A381</td>
<td>Overdrive Throttle Switch-setting</td>
<td>X</td>
<td>X</td>
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<td>A387</td>
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<td>X</td>
<td>X</td>
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<td>1961-06-06</td>
<td>3</td>
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<td>Overheating-grill obstructions</td>
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<td>X</td>
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<td>1961-07-04</td>
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<td>1961-07-11</td>
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<td>A418</td>
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<td>X</td>
<td>X</td>
<td>1961-08-10</td>
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<td>A421</td>
<td>Front wings [fenders]</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-08-11</td>
<td>1</td>
<td>18</td>
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<td>A427</td>
<td>Boot lid hinge</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-09-27</td>
<td>2</td>
<td>19-20</td>
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<tr>
<td>A427</td>
<td>Valve-exhaust</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-09-27</td>
<td>2</td>
<td>19-20</td>
</tr>
<tr>
<td>A427</td>
<td>Dynamo adjusting link</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-09-27</td>
<td>2</td>
<td>19-20</td>
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<td>A427</td>
<td>Inlet manifold</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-09-27</td>
<td>2</td>
<td>19-20</td>
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<td>A430</td>
<td>Disk brakes-dust covers</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-10-24</td>
<td>2</td>
<td>21-22</td>
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<tr>
<td>A433</td>
<td>Crankshaft gear</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-10-27</td>
<td>1</td>
<td>23</td>
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<tr>
<td>A433</td>
<td>Accelerator relay shaft &amp; lever</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-10-27</td>
<td>1</td>
<td>23</td>
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<tr>
<td>A433</td>
<td>Accelerator pedal &amp; pedal shaft lever</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-10-27</td>
<td>1</td>
<td>23</td>
</tr>
<tr>
<td>A437</td>
<td>Seat Belts-fitting</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>1961-11-16</td>
<td>6</td>
<td>24-29</td>
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<tr>
<td>A439</td>
<td>Seat Belts-fitting</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>1961-11-24</td>
<td>3</td>
<td>30-32</td>
</tr>
<tr>
<td>A442</td>
<td>Boot lid buffers</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-11-28</td>
<td>2</td>
<td>33-34</td>
</tr>
<tr>
<td>A442</td>
<td>Clutch pressure plate</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-11-28</td>
<td>2</td>
<td>33-34</td>
</tr>
<tr>
<td>A443</td>
<td>Water Pump Pulley</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td>1961-11-29</td>
<td>1</td>
<td>35</td>
</tr>
</tbody>
</table>
LUBRICATION OF BONNET RELEASE MECHANISM
AND SAFETY CATCH

The importance of lubricating these parts cannot be over-stressed. As the retaining action of both mechanisms is achieved by a spring, free movement is essential to ensure that the bonnet can be securely fastened.

Any stiffness may result in the catch not locating properly upon closing the bonnet, with a consequent risk of the bonnet flying open while the vehicle is in motion.

This operation is included in the Pre-Delivery Check and also in Driver's Handbook (Periodical Attentions - 3,000 miles).
CONTROL BOX

Part Nos. 3H1835, 3H1836, 13H142 & BCA4308

SEVEN

SEVEN VAN
A 30 / 35
A 40 / 50 / 55
A 40 (A2s.8)
A 55 CAMBRIDGE (Mark II)
A 55 COUNTRYMAN
METROPOLITAN
TAXI & HIRE-CAR
A 95 / 105
A 99 WESTMINSTER
PRINCESS IV
HEALEY SPRITE
HEALEY 100 SIX (BN4 & BN6)
HEALEY 3000

An improved wire-wound resistance, Part No. 47H5589, has recently been incorporated in the above, replacing the earlier carbon-composition type, Part No. 7H5066. Although the Part Nos. of the control boxes remain unchanged, the resistances are NOT interchangeable.

It is essential, therefore, to note that, in servicing these boxes, the original resistance, Part No. 7H5066 is fitted to control boxes bearing the following manufacturer's numbers:

37182A to 37182J (for control box 3H1835)
37183A to 37183K (for control box 3H1836)
37283A & 37283B (for control box 13H142)
37290A & 37290B (for control box BCA4308)

The later resistance, Part No. 47H5589, is fitted to control boxes bearing manufacturer's numbers:

37182K (for control box 3H1835)
37183L & 37183M (for control box 3H1836)
37283D (for control box 13H142)
37290D (for control box BCA4308)

# control boxes 13H142 & BCA4308 added
EARLY S.U. PETROL PUMPS (type P.D.)
ex-UK ONLY

SEVEN
SEVEN VAN
SEVEN COUNTRYMAN
A 55 CAMBRIDGE (Mark II)
A 55 COUNTRYMAN
A 99 WESTMINSTER

Pumps date-marked PRIOR to 8S (or 8S) should not be used as service replacements. Any existing stocks should be certified as SCRAPPED and may form the subject of a Warranty Claim provided this can be rendered before 28 Feb.

The S.U. date-marking system is explained as follows:

Each letter represents a twelve-month period, e.g.:
1st August 1959 to 31st July 1960 = S
1st August 1960 to 31st July 1961 = T

The numbers commence with August = 1
thus, September = 2 etc.

Thus, the marking illustrated - "3T" - is the third month of 1960/61, or October 1960 and '8S' (or 8S) was March 1960.
ROAD WHEEL & TYRE BALANCE - PRODUCTION LIMITS

A 55 CAMBRIDGE (Mark II)
A 55 COUNTRYMAN
A 99 WESTMINSTER
AUSTIN-HEALEY 3000
AUSTIN-HEALEY Sprite

3 Feb 1961

The maximum permissible STATIC OUT-OF-BALANCE for each model is shown below:

- A 55 Cambridge (Mark II) 12 in. oz.
- A 55 Countryman 12 in. oz.
- A 99 Westminster 8 in. oz.
- Austin-Healey 3000 10 in. oz.
- Austin-Healey Sprite 30 in. oz.
To prevent the throttle linkage becoming strained and any loosening of the throttle levers, the toeboard may be used as a positive stop.

Proceed as follows:
1. Slacken pinch-bolts on levers 11B2157, 11B2156 & 11B2145 (Fig. 1)
2. Place a wooden block, 2\(\frac{1}{2}\)" (63.5 mm.) thick, between bottom of accelerator pedal and toeboard. Push pedal to trap block between pedal and toeboard, as shown.
3. Position lever 11B2157 to give a 1/16" (1.59 mm.) clearance with flange on body, as shown at points 'X'.
4. Tighten pinch-bolts on levers.
The carburettor control lever may then be set as follows:

5. Slacken pinch-bolt nuts on levers 'A' and 'B' (Fig. 2).

6. Set lever 'B' at approximately 45° as shown and tighten pinch-bolt nut, ensuring that the throttle is not being held open by the throttle stop lever screws.

7. Adjust the length of rod 'C' to bring lever 'A' parallel to lever 'B'.

8. With lever 'A' still slack, press rod 'D' down 1/2" to tension the pedal return spring slightly. Tighten pinch-bolt nut on lever 'A'.

9. Depress the accelerator pedal fully and check the travel of lever 'E'. This must be such that it is at least 20° short of vertical at full throttle. Adjust as necessary by lengthening rod 'D'.

10. Whilst accelerator pedal is depressed, check that the carburettor throttles are being fully opened.

After adjusting the carburettor linkage it will usually be found necessary to adjust the throttle switch on all cars fitted with overdrive.
OVERDRIVE THROTTLE SWITCH

CORRECT SETTING

AUSTIN-HEALEY 100-SIX (BN6)
AUSTIN-HEALEY 3000 (BN7; BT7)

The setting of this switch is critical and any error will be indicated by the overdrive dropping out of engagement when the car slows down with the throttle closed, accompanied by a noticeable braking effect.

Adjustment will normally only be required after the accelerator controls or carburettor levers have been adjusted, and the correct procedure is as follows:

Take a feed from the top terminal 'A' on the rotary throttle switch 'B' through a low consumption test lamp (a 12-volt 2.2-watt dash panel bulb is suitable) to a convenient earthing point.

With the gear lever in 3rd or top position, the ignition switch ON, and the overdrive switch OFF, the bulb should light. Switch overdrive OFF, the bulb should still be alight with the throttle closed.

Progressively open the throttle until the light goes out, which should occur at 1/5th throttle opening. At this position it should be possible to pass a 3/16" (5 mm) diameter bar beneath the throttle stop.

If the setting is incorrect, slacken the throttle switch lever clamping bolt 'C' and adjust the switch by turning the shaft 'D', which has a slotted end to take a screwdriver.

Harshness when coming out of overdrive due to a particular driving technique can be reduced by delaying the operation of the throttle switch to a slightly wider throttle opening.
A seat belt, with fittings, for either the driver's or passenger's (front) seat is available under Part No. AHA6208 for Sprite and Part No. AH86122 for the Healey 3000 for fitting to cars as follows:

- **Sprite (Mk. II)** from Car No. HAN6/101
- **Healey 3000 (Mk. II)** from Car No. 13751

The harness comprises a long and short belt both adjustable for length. The bracket, with adjuster, of the long belt is fitted to the sill or floor and the other one to the wheel arch. The bracket on the short belt, at the opposite end to the buckle is fitted to the side of the drive shaft tunnel.

**NOTE:** It is important that the short belt is fitted to the same side of the tunnel as the seat for which the belt is used.

Fitting instructions are given on the following pages.
FITTING INSTRUCTIONS

SPRITE (Fig. 1)

Rear Wheel Arch

Remove the dome nuts and plain washers. Secure the belt bracket by means of the dome nuts, plain and spring washers.

Sill

Cut away the covering of sill trim board to expose the 1" (25.4 mm.) diameter hole. With the spring washer next to the hexagon head of the screw followed by the plain washer, belt bracket (facing towards centre line of the car) anti-rattle washer (concave face to bracket) and shouldered distance piece (larger diameter next to the sill secure the bracket.

Drive Shaft Tunnel

Remove rubber plugs and cut a 1" (25.4 mm.) diameter hole in mat. With the bracket of the short belt facing away from centre-line of car, assemble plain washer to the hexagon headed screw followed by belt bracket, anti-rattle washer (concave face to bracket), shouldered distance piece (larger diameter next to tunnel) and spring washer secure inside tunnel with nut.
FITTING INSTRUCTIONS (cont'd)

HEALEY 3000 (Fig. 2)

Rear Wheel Arch

Remove dome nuts and plain washers. Secure the bolt bracket by means of the dome nuts, plain and spring washers.

Floor Mounting

Remove rubber plugs. Cut away the carpet sufficient to ensure a metal to metal contact when the bracket with the quickly detachable pin (facing outwards) is secured with the screws, spring washers and nuts to the floor. The other bracket of the long belt can then be attached to the bracket, on the floor, using the quick release pin.

Drive Shaft Tunnel

Remove rubber plugs and cut a 1" (25.4 mm.) diameter hole in carpet. With the bracket of the short belt facing away from the centre-line of the car, assemble plain washer to the hexagon headed screw followed by belt bracket, anti-rattle washer (concave face to bracket), shouldered distance piece (larger diameter next to tunnel), and spring washer, secure inside tunnel with nut.
OVERHEATING

The size of the radiator grille is designed to cope with engine cooling under a wide range of ambient temperatures and usage.

However, it is noticeable that there is a growing tendency for the efficiency of the radiator to be impaired by the fitting of such obstructions as motor club badges, and even larger plates carrying firms' Trade Names.

With complaints of overheating, these possible causes should not be overlooked and in all cases owners should be advised of the undesirability of such fittings, particularly if the vehicle has no water temperature gauge.
HUB BEARING REMOVER & REPLACER ADAPTORS

Outer Race Adaptor 18G260K
Inner Race Adaptor 18G260J

Tool Category:
Distributors A
Dealers A

AUSTIN-HEALEY 3000

These adaptors have been introduced for use in conjunction with the Basic Tool 18G260.

18G260 18G260K 18G260J

To remove either race, place the appropriate adaptor in position as shown (the position may be retained by a smear of grease on the adaptors) and press out with the basic tool.

For replacement, the adaptors are used in the same position, but the basic tool is used from the opposite direction (shown dotted).
REPLACEMENT OF CAMSHAFT BEARINGS

The following basic tools and adaptors will be necessary for replacing worn camshaft liners.

- **18G124A** Camshaft liner remover and replacer (Basic tool)
- **18G123A** Camshaft liner reamer (Basic tool)
- **18G124X** Adaptor
- **18G124B** Adaptor
- **18G124M** Adaptor *
- **18G123B** Cutter
- **18G123AN** Cutter
- **18G123AP** Cutter *

* New tools (shown below)

Instructions for use are given in the pages following.
Removing Liners - front

Locate Adaptor 18G124K in the liner from the inside of the cylinder block. Thread the body of the Basic tool 18G124A onto the centre screw and pass the screws through the liner and adaptor from the front of the block. Locate the slotted 'C' washer on the flats at the end of the centre screw and with the tommy bar in position, remove the liner towards the front of the block by tightening the large wing nut.

- rear

This may be removed in a similar manner to the front liner, using Adaptor 18G124M and removing the liner towards the rear of the block.

- centre

Use Adaptor 18G124K as a pilot in the front bearing and locate Adaptor 18G124B in the rear of the centre liner. With the body of the basic tool in position on the threaded screw, pass the threaded screw from the front of the block, through the front pilot and centre adaptor. Locate the slotted washer and tommy bar on the centre screw and remove the liner from rear to front by tightening the wing nut.

Replacing Liners - front

Fit the new liner onto the small diameter of Adaptor 18G124K and insert the other end of the adaptor into the liner bore from the inside of the cylinder block. Fit the body of the basic tool onto the centre screw and pass the screw from the front of the block through the adaptor and new liner.

Locate the 'D' shaped washer on the threaded screw behind the new liner ensuring that the flat on the washer does not coincide with the butted joint of the liner.

Locate the slotted washer and tommy bar at the end of the centre screw, and by tightening the wing nut draw the liner squarely into position, ensuring that the oil holes are correctly aligned.

- centre

Fit the new liner on the small diameter of Adaptor 18G124B and position the large end of the adaptor into the rear of the centre bearing bore.

Use Adaptor 18G124K as a pilot in the front bearing, and pass the centre screw with body in position through the bearing bores from the front.

Locate the 'D' and 'C' washers together with the tommy bar at the end of the centre screw and by tightening the wing nut pull the bearing squarely into position, ensuring that the oil holes are in line.
- rear

Fit the new liner onto the small diameter of Adaptor 18G124M.

With the Pilot 18G124K in the front bearing bore, pass the centre screw from the front of the block through the bearing bores.

Locate the adaptor and new liner on the centre screw, with the liner towards the block. Fit washer over the flats on the screw, behind the adaptor and insert the tommy bar.

The wing nut can now be screwed up drawing the liner squarely into the bore, noting that the oil holes are in line.

**Reaming the New Liners**

New liners must be line reamed to size after fitting, using Basic tool 18G123A with the appropriate pilots and reamers.

- **front and rear**

Place parallel Pilot 18G123AQ on arbor in unmarked position after No. 10 and Cutter 18G123AN in position No. 10.

Thread the arbor through front and centre bearings then place Pilot 18G123AT over arbor and fit into rear of centre bearing bore.

Fit Cutter 18G123AP in position No. 7 on the arbor and pass the arbor through the rear bearing bore, place Pilot 18G123BA in the back of the rear bearing bore and commence cutting. **Always turn the cutter clockwise** and remove swarf with an air-blast.

After cutting, do **not** bring the cutters back through the liners but separate them from the arbor before withdrawing the arbor.

- **centre**

Place the parallel Pilot 18G123BC in the front bearing from front of block. Thread the arbor through this pilot and locate Cutter 18G123B in position No. 7 on the arbor.

Thread the arbor through the centre bearing and fit Pilot 18G123BB into the rear bearing bore from the inside of the cylinder block.

Locate the arbor in the rear pilot and commence cutting in a clockwise direction keeping the swarf clear with an air-blast.

When the cutter has passed through the liner, separate the cutter from the arbor and hold it inside the block while the arbor is withdrawn.
SERVICE TOOLS

Warning Light Bezel Spanner
Service Tool 18G670
Classification: Distributors B
Dealers B

This tool has been introduced to enable brake warning light bezel nuts to be replaced without damage to the facia panel.

Switch Bezel Spanner
Service Tool 18G671
Classification: Distributors B
Dealers B

This tool has been introduced to enable the bezel nuts on ignition and lighting switches to be replaced without damage to the facia panel.
FRONT WINGS

On the Austin-Healey BN 1 model it has been found that, upon rare occasions when either of the front road springs is fully compressed and the steering is on full lock, the tyre has a tendency to foul the front wing panel.

The turning circle of the BN 2 has been decreased in comparison with that of the BN 1, and in consequence the 'opening' line of the front wing panel has been altered to give greater clearance to the road wheel (see illustration). The new front wings may be fitted to the BN 1 model in pairs and will obviate any possibility of the above fault occurring. If only one of the new type wings is fitted to a BN 1 model the visual difference may give an erroneous impression that the vehicle is low on one side. Under no circumstances should an attempt be made to fit BN 1 type front wings to a BN 2 model.

Details of old and new wings are as follows:

<table>
<thead>
<tr>
<th>Model</th>
<th>Range</th>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BN 1</td>
<td>C 136031 to C E 226046</td>
<td>Front wing assembly, right-hand</td>
<td>4B1032</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Front wing assembly, left-hand</td>
<td>4B1033</td>
</tr>
<tr>
<td>BN 2</td>
<td>C E 226047 on</td>
<td>Front wing assembly, right-hand</td>
<td>4B2027</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Front wing assembly, left-hand</td>
<td>4B2028</td>
</tr>
</tbody>
</table>

* Cancels article in Volume 26, Body, page 3 (dimensions revised)
IMPORTANT MODIFICATIONS

Boot lid hinge
From Car No. 3548 - HEALEY SPRITE Mk.II
Improved design
Stronger hinges introduced.
Interchangeable.

Valve - exhaust
From Engine No. 4523 - HEALEY SPRITE Mk.II
To increase valve 'life'
Material specification improved.
Interchangeable.

Dynamo adjusting link
From Engine No. 1154 - HEALEY SPRITE Mk.II
Improved design
Dynamo adjusting link pillar thickened.
Diameter of plain washer increased.
Interchangeable in sets.

Rear seat cushion
From Car No. 7288 - A.55 COUNTRYMAN
To increase headroom
Cushion height reduced.
Interchangeable (as an assembly).

Inlet manifold
From Engine No. 3170 - HEALEY SPRITE Mk.II
Improved design
Welch plugs replaced by dished-type core plugs.
Manifold recesses enlarged to suit.
New manifold may be fitted to earlier cars.

PAU / 1445

PAU / 1479

PAU / 1479

PAU / 1468

PAU / 1479
Door sealing rubbers

From Car No. 7394 - A.55 COUNTRYMAN
To improved sealing
Sealing rubbers of modified section introduced.
Interchangeable.

Parts List
Amendment No.

PAU / 1471

Differential wheels and axle shafts

From Car No. 4911 - A.55 COUNTRYMAN
Improved design
Axle shafts with involute splines introduced.
Number of splines increased from ten to twenty-five.
Differential wheels modified to suit.
Interchangeable in sets.

PAU / 1392
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>

* dimensions quoted in 2 (a) overleaf corrected.
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 .340"/.335" (8.61/8.51 mm.).

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

(c) thickness must be parallel to within .001" (.025 mm.).
IMPORTANT MODIFICATIONS

Crankshaft gear
From Engine No. 5003 - HEALEY SPRITE (Mark II)
Improved design
Steel gear replaces cast-iron type.
Interchangeable.

Accelerator relay shaft and lever
From Car No. 14378 - HEALEY 3000 (Mark II)
To prevent levers sliding on shaft
Welded relay shafts and lever assembly replaces separate bolted components.
New assemblies may be fitted to earlier cars.

Accelerator pedal and pedal shaft lever
From Car No. 15104 - HEALEY 3000 (Mark II)
To prevent lever slipping on shaft
More robust pedal shaft lever introduced; pedal modified to suit and larger diameter fixing bolt used.
Interchangeable in sets only.

Windscreen and backlight glass channels
From Body No. 11207 - A 99 WESTMINSTER
To prevent water ingress when car is standing
Glass channels of improved section introduced, preventing water from collecting.
Interchangeable.

Synchroniser hub
From Engine No. 28878* - A 99 WESTMINSTER
To prevent risk of fracture
Synchroniser hub with stiffer lugs introduced.
Interchangeable.

* plus 28874, 28875 and 28876
Seat belts with anchorage fittings for either driver's or front passenger's use are available as follows:

Healey Sprite (AN5) Part No. AHA6263
Healey 100 Six (BN4 & BN6) Part No. AHB9141
Healey 3000 (BN7 & BT7) up to Car No. 13750 Part No. AHB9141

The harness comprises a long and short belt both adjustable for length. The bracket with adjuster, of the long belt is fitted to the sill or floor and the other one to the wheelarch. The bracket on the short belt at the opposite end to the buckle is fitted to the side of the drive shaft tunnel.

Note: It is important that the short belt is fitted to the same side of the tunnel as the seat for which the belt is to be used.
FITTING INSTRUCTIONS

Healey Sprite

Rear Wheelarch – Fig. 1

Drill two 11/32" (8.73 mm.) diameter holes in the wheelarch from the underside and forward of the centre line as shown in illustration. Pass the two bolts attached to the reinforcement plate through the 11/32" (8.73 mm.) diameter holes and secure the belt bracket with the capped nuts and spring washers.
Sill - Fig. 2

Cut a 1\(\frac{1}{8}\)" (34.92 mm.) diameter hole in the sill panel forward of the heelboard 'Y' and 1\(\frac{1}{8}\)" (38.1 mm.) from the floor 'X', also two 11/32" (8.73 mm.) as shown in illustration.

Insert the sill tapping plate through the 1\(\frac{1}{8}\)" (34.92 mm.) diameter hole using the 7/16" (11.11 mm.) diameter screw to lift the plate into position. Place a spring washer on a 5/16" (7.94 mm.) diameter hexagon head screw and pass it through the cover plate AHA6281, with register away from the head of the screw, and attach to sill and tapping plate. Remove the 7/16" (11.11 mm.) diameter screw and finally secure the cover plate with the second 5/16" (7.94 mm.) diameter hexagon head screw and spring washer.

Cut a 1" 25.4 mm.) diameter hole in the sill board trim to coincide.

Place the screw through the belt bracket (facing towards centre line of car) and follow with the anti-rattle washer (concave face to bracket), shouldered distance piece (large diameter next to the sill) and plain washer and secure the bracket.
Drive Shaft Tunnel – Fig. 3

Cut a 1\(\frac{1}{2}\)" (38.1 mm.) diameter hole 1\(\frac{1}{2}\)" (38.1 mm) from the floor 'X' and forward of the heelboard 'Y'. Drill six 13/64" (5.16 mm.) diameter holes, round this hole, equally spaced on a 2" (50.8 mm.) pitch circle diameter, as illustrated, using the mounting bracket as a template. From inside the tunnel place the mounting bracket into position and secure with the six No.10 UNF pan head screws, the heads of which must be inside the tunnel and the nuts and spring washers inside the car.

Cut a 1" (25.4 mm.) diameter hole in the carpet to coincide with the belt bracket facing away from the centre line of the car. Assemble the 7/16" (11.11 mm.) hexagon head screw, belt bracket, anti-rattle washer (concave face to bracket), shouldered distance piece (large diameter next to tunnel) and secure the bracket with the nut and spring washer inside the tunnel.
Healey 100 Six & 3000

Rear Wheelarch – Fig. 4

Remove the hood and hood sticks and the carpet trim from the platform adjacent to the hood stick socket. Detach the corner finisher from the forward end of the platform, remove the screw in the centre of the wood block and the retaining screw at the approximate centre of the platform.

Remove the four screws retaining the rear seat to the seat pan and detach the seat.

Gently ease the side trim pad from the rear retainer and retainer on the front wall of the seat pan. Move the trim pad carefully forward to expose the wheelarch. Mark off and drill two 11/32" (8.73 mm) diameter holes in the wheelarch as illustrated, using the centres of the two existing weld nuts as a datum. The area of the wheelarch must be raised around the holes to receive the reinforcement plate attached to the two weld-bolts. The plate MUST lie flush with the outer face of the wheelarch.

Refit the trim pad, woodblock, finisher and carpet trim. Punch two holes in the side trim pad to correspond with the holes in the wheelarch and fit the reinforcement plate from the outside of the wheelarch. Secure the bolt bracket to the wheelarch with the capped nuts and spring washers.
Floor Mounting - Fig. 5

Remove the carpet and felt. Drill two 11/32" (8.73 mm.) diameter holes in the floor as illustrated. Fit the hexagon headed setscrews and spring washers to the quick release bracket (quick release pin must face towards the door sill) and with a reinforcement plate each side of the floor panel secure the quick release bracket with the nuts provided.

Note: The quick release pin is not used as such on these cars.

Drive Shaft Tunnel - Fig. 6

Remove the carpet and felt. Cut a 1 1/2" (38.1 mm.) diameter hole in the tunnel as illustrated, using dimension 'D' for BN6 & BN7 cars and dimension 'E' for BN4 & BT7. Then drill six 13/64" (5.16 mm.) diameter holes round this hole equally spaced on a 2" (50.80 mm.) pitch circle diameter as illustrated, using the mounting bracket as a template.

Fit the mounting bracket from the underside of the tunnel with its projection facing into the car, and secure the bracket with the six No.10 UNF pan head screws, the nuts and spring washers to face the interior of the car.

Cut a 1" (25.4 mm.) diameter hole in the carpet and felt to clear the projection of the mounting bracket and replace the felt and carpet.

With the belt bracket facing away from the centre-line of the car, assemble the 7/16" (11.11 mm.) hexagon head screw to the belt bracket followed by the anti-rattle washer (concave face to bracket), shouldered distance piece (larger diameter next to tunnel) and secure with the nut and spring washer from inside the tunnel.
A seat belt, with fittings, for either the driver's or passenger's (front) seat is available under Part No. AHA6208 for Sprite and Part No. AHH6122 for the Healey 3000 for fitting to cars as follows:

- Sprite (Mk. II) from Car No. HANG/101
- Healey 3000 (Mk. II) from Car No. 13751

The harness comprises a long and short belt both adjustable for length. The bracket, with adjuster, of the long belt is fitted to the sill or floor and the other one to the wheel arch. The bracket on the short belt, at the opposite end to the buckle is fitted to the side of the drive shaft tunnel.

**NOTE:** It is important that the short belt is fitted to the same side of the tunnel as the seat for which the belt is used.

Fitting instructions are given on the following pages.
FITTING INSTRUCTIONS

SPRITE (Fig. 1)

Rear Wheel Arch
Remove the dome nuts and plain washers. Secure the belt bracket by means of the dome nuts, plain and spring washers.

Sill
Cut away the covering of sill trim board to expose the 1" (25.4 mm.) diameter hole.

Pass the screw through the belt bracket and follow with the anti-rattle washer (concave face to bracket) and shouldered distance piece (large diameter next to the sill) and secure the bracket.

Drive Shaft Tunnel
Remove rubber plugs and cut a 1" (25.4 mm.) diameter hole in mat.

With the bracket of the short belt facing away from centre-line of car assemble hexagon headed screw, belt bracket, anti-rattle washer (concave face to bracket), shouldered distance piece (large diameter next to tunnel) and secure inside tunnel with spring washer and nut.

cont'd
FITTING INSTRUCTIONS (cont'd)

HEALEY 3000 (Fig. 2)

Rear Wheel Arch

Remove dome nuts and plain washers. Secure the belt bracket by means of the dome nuts, plain and spring washers.

Floor Mounting

Remove rubber plugs. Cut away the carpet sufficient to ensure a metal to metal contact when the bracket with the quickly detachable pin (facing outwards) is secured with the screws, spring washers and nuts to the floor. The other bracket of the long belt can then be attached to the bracket, on the floor, using the quick release pin.

Drive Shaft Tunnel

Remove rubber plugs and cut a 1" (25.4 mm.) diameter hole in carpet.

With the bracket of the short belt facing away from centre-line of car assemble hexagon headed screw, belt bracket, anti-rattle washer (concave face to bracket), shouldered distance piece (large diameter next to tunnel) and secure inside tunnel with spring washer and nut.
IMPORTANT MODIFICATIONS

Boot lid buffers
From Car No. 8157 — HEALEY SPRITE (Mark II)
To improve stability of boot lid
Buffers fitted to front and rear of boot lid.
May be fitted to earlier cars.

Fuel pump
From Car No. 1445941
152772 RHD
151830 LHD
163484 RHD
161020 LHD
161701 RHD
162140 LHD
163803 RHD
161085 LHD
SEVEN
SEVEN VAN
SEVEN COUNTRYMAN
SEVEN PICK-UP

'SP' type fuel pump introduced,
replacing 'PD' type
Petrol pipes and mounting details
modified to suit.

Propeller shaft
Commencing Car No. not available A110 WESTMINSTER
(automatic transmission)
To reduce possibility of vibration
Diameter of propeller shaft increased
from 2\" to 3\" (60.85 mm. to 76.2 mm.).
Interchangeable.

Fan belt
From Car No. 922 RHD
860 LHD
A 60 CAMBRIDGE
To increase clearance between dynamo
lower lug and steering box
Shorter fan belt introduced.
Interchangeable.
Clutch pressure plate

From Engine No. 9CG2140 - HEALEY SPRITE (Mk.II) PAU/1528

To facilitate heat dissipation

Thicker clutch pressure plate introduced. Clutch withdrawal lever, gearbox front cover and clutch operating cylinder modified to suit.

Not readily interchangeable.

First and reverse gears; lay gear

From Engine No. 9D-U-H.141001 ) A 40 )
9D-U-L.140501 )
9U-H.243001 ) A 35 VAN )
9U-L.247201 ) & COUNTRYMAN )

PAU/1582

To facilitate engagement of first and reverse gears

New gears with modified lead-in chamfer introduced.

Interchangeable.
WATER PUMP PULLEY

A 110 WESTMINSTER
HEALEY 3000 (Mark II)

Should the water pulley be removed from the spindle for any reason, it must always be replaced by a new one.

The reason for this is that the proper interference fit of the pulley on the spindle is lost in removal and the original pulley would thus be too slack if refitted.