SECTION P

BODYWORK

SERIES BN4

Section No. P.1  Maintenance of bodywork
Section No. P.2  Dismantling
Section No. P.3  Hood (first type to Car No. BN4 68959)
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Section No. P.6  Seat belt fitting (early models)
Section P.1

MAINTENANCE OF BODYWORK

Coachwork

Regular care of the body finish is necessary if the new appearance of the car exterior is to be maintained against the effects of air pollution, rain, and mud.

Wash the bodywork frequently, using a soft sponge and plenty of water containing a mild detergent. Large deposits of mud must be softened with water before using the sponge. Smears should be removed by a second wash in clean water, and with the sponge if necessary. When dry, clean the surface of the car with a damp chamois-leather. In addition to the regular maintenance, special attention is required if the car is driven in extreme conditions such as sea spray, or on salted roads. In these conditions and with other forms of severe contamination an additional washing operation is necessary which should include underbody hosing. Any damaged areas should be immediately covered with paint and a complete repair effected as soon as possible. Before touching-in light scratches and abrasions with paint, thoroughly clean the surface. Use petrol/white spirit (gasoline/hydrocarbon solvent) to remove spots of tar or grease.

The application of B.M.C. Car Polish is all that is required to remove traffic film and to ensure the retention of the new appearance.

Bright trim

Never use an abrasive on stainless, chromium, aluminium, or plastic bright parts and on no account clean them with metal polish. Remove spots of grease or tar with petrol/white spirit (gasoline/hydrocarbon solvent) and wash frequently with water containing a mild detergent. When the dirt has been removed polish with a clean cloth or chamois-leather until bright. Any slight tarnish found on stainless or plated parts which have not received regular washing may be removed with B.M.C. Chrome Cleaner. An occasional application of mineral light oil or grease will help to preserve the finish, particularly during winter, when salt may be used on the roads, but these protectives must not be applied to plastic finishes.

Windshield

If windshield smearing has occurred it can be removed with B.M.C. Screen Cleaner.

Interior

Clean the carpets with a stiff brush or vacuum cleaner preferably before washing the outside of the car. The most satisfactory way to give the carpets a thorough cleaning is to apply BMC 2-way Cleaner with a semi-stiff brush, brush vigorously, and remove the surplus with a damp cloth or sponge. Carpets should not be cleaned by the 'Dry Clean' process. The upholstery may be treated with BMC 2-way Cleaner applied with a damp cloth and light rubbing action.

A razor blade will remove transfers from the window glass.

Section P.2

DISMANTLING

Bonnet Top

The bonnet at its rear edge, has two brackets which form part of the hinges. A leg from the bulkhead is secured to each bracket by two nuts and bolts, therefore removal of the bonnet top is achieved by withdrawing the bolts from each bracket then lifting off the panel.

Grille

The grille is secured at eight points, all easily accessible from beneath the car. Three ½ in. U.N.F. set pins will be found at the top and bottom of the grille, while one ¼ in. U.N.F. setpin is located each side.

Bumper Bars

Rear: The rear bumper is best dismantled by releasing the two nuts immediately behind the bumper bar at the junction of bracket and bumper. The brackets supporting the bumper are secured by two setpins to each chassis frame side member accessible within the luggage compartment.

Windshield

If windshield smearing has occurred it can be removed with B.M.C. Screen Cleaner.

Austin-Healey 100-6/3000. Issue 4. (70575)
Doors

Hinges and Door Removal: Both the upper and lower hinge of each door is secured to the door post by four cross-head screws plus one hexagon head setpin. At the door frame each hinge is fixed by four cross-head screws.

There is a check strap fitted to each door which must be released when dismantling a door from the bodywork. This check strap can be released by withdrawing the two setpins from the coupling bracket in the door pillar. Thus with the door wide open, the hinges can readily be uncoupled from the door and the door removed.

Front

In a manner similar to that employed for its counterpart at the rear, the front bumper bar is held by two nuts to the supporting brackets which are secured by two setpins to each chassis side member.

Front Apron

Once the front bumper has been released at its forward end, the apron can be readily removed from the bodywork.

Sidescrreen and Sockets

The sidescrreen each have one locating dowel at their base. These dowels are a snug push fit into sockets let into the top of each door.

If necessary the sidescrreen sockets can be screwed out of the door using either a broad blade screwdriver or, preferably, a special tool which incorporates a pilot, see Fig. P.3.

Casing: Each door casing, complete with its trimming, can be removed from the door shell after its sixteen securing cross-head screws have been withdrawn from around the casing perimeter.

Door Top Moulding: The aluminium moulding at each door top edge is held in place by three cross-head screws.

Outer Handles: Each outer door handle is secured by a nut accessible from the inside of the door and a Phillip screw accessible from the outside when the handle is raised.
**Inner Handles:** To remove the door operating handle, the chrome cap behind the handle concerned must be pushed inwards against the spring pressure. When pressure to the cap is applied a dowel pin is visible, passing through the handle stem. Withdraw the pin when the handle and cap can be removed.

**Windscreen**

The windscreen frame is secured to the scuttle at each side by two nuts and bolts and a single setpin. Each nut and setpin head are accessible within the cockpit behind the fascia. The bolt heads can be seen at the door pillars when the doors are open.

*Fig. P.5* Rear wing cross-head bolts at door pillar.

**Front Wing**

Remove the door concerned as described above. The next operation in dismantling a front mud-wing is to remove both the head and sidelight concerned; details of lens and reflector unit removal procedures are given in Section N of this manual. The outer case of the headlamp is held by four bolts with brass nuts accessible beneath the wing. The sidelamps are secured by three cross-head bolts and nuts.

Beneath the headlight aperture there are three bolts which secure the wing to the cowl centre. These bolts screw into spring-clip type nuts. Along the top edge of the wing flange and forward of the scuttle, four bolts, screwing into clip nuts, clamp the wing to the bonnet surround.

In the cockpit, behind the fascia, there are a further three setpins that screw into clip nuts on the wing. These 3⁄8in. nuts and bolts secure the lower flange of the wing to the underside of the scuttle.

Before the wing can be finally removed there are a number of metal thread screws to be extracted that fix the wing, on the inside of the door pillars, also extract the two rivets securing the rubber water channel to the rear section of the wing.

*Fig. P.6* The front wing. Securing bolts may be seen at top, bottom and front flanges.

*Fig. P.7* Rear wing securing flanges.
BODYWORK

Rear Wing
First remove the rear wheel concerned when it will be discovered that each rear wing is fixed to the main bodywork structure by six square thread bolts with spiral clip nuts which are located over the wheelarch and round the rear curve of the wing.

At the top of the wheelarch, head accessible within the luggage compartment, there is a plain nut and bolt, with washers, to be extracted. Within the cockpit, with its countersunk head hidden by the quarter casing, is another bolt screwing into a caged nut. This operation will necessitate the removal of the quarter casing.

At the lower front edge of the wing, where its flange is secured to the chassis, there are two nuts and bolts and a vertical drive screw.

To complete the wing dismantling extract the eight \( \frac{3}{8} \) in. counter sunk cross-head nuts and bolts with their plain and spring washers that fix the wing leading edge to the door pillar.

Hood Frame
The hood frame is secured at each side to the rear quarter panel, immediately behind the seats, by two bolts, see Fig. P.8.

With these bolts withdrawn the hood frame complete with its fabric can be removed from the bodywork.

Fig. P.8. Remove the two bolts "1" in order to release the hood frame.

Shroud
The shroud is not removed for normal maintenance work, however, if it should become necessary to remove the shroud due to damage the following fixing points must be made free.

Each outer wing half should be dismantled, see "Front Wing" also the front bumper, grille, apron, windscreen and driving mirror complete with bracket, also the cockpit moulding. In addition the bonnet top must be removed thus giving access to the fixing points around the perimeter of the opening to the engine compartment.

At the rear of the opening there are five drive screws holding the shroud to the scuttle. At the front of the bonnet opening three cross-head bolts and nuts secure the shroud to the front cross bracing of the bodywork. Still working within the opening, at each side, there are two countersunk cross-headed bolts with nuts that fix the shroud to upright braces from the chassis frame.

Fig. P.9. Shroud upright brace with two cross-head bolts at A.

Securing the shroud to each wheelarch panel there are two plate brackets from which the two nuts and bolts must be extracted. The cowl, which is part of the shroud, has two brackets that secure the body member to the frame dumb-iron. From these brackets extract the two nuts and bolts.

Finally free the rear end of the shroud. This is secured to the scuttle just above the fascia by five "pop" rivets, with a further "pop" rivet and two soft rivets at each side fixing the shroud to the scuttle.
The complete shroud can now be lifted clear of the frame and remainder of the bodywork.

**Gearbox Cover**

The gearbox cover, or tunnel, is secured at each side flange by six metal thread screws to the floor boards. The heads of these screws are hidden from view until the carpet is peeled back.

Immediately before the tunnel there is a carpet covered bulkhead plate which can be removed for further access to gearbox and clutch housing. This is fixed to the bulkhead by six self-tapping screws.

**Fascia Panel**

The first operation for removing the fascia is to drop the heater controls temporarily out of the way. To do this unscrew the two round-headed bolts and nuts securing the controls to the fascia.

Remove the steering wheel as described in Section K.

There are five screws, the heads of which are under the fascia, passing through the fascia panel into tapped holes of brackets behind the fascia. There is also one screw adjacent to the ignition switch. By extracting these screws the instrument panel can be brought forward into the cockpit thus giving access to the rear of each instrument.

**Grab Handle**

The passenger grab handle is fixed to the fascia panel by two round head screws the heads of which are situated behind the panel.

**Seats**

To adjust or remove the passenger seat the cushion must be lifted whereupon the heads of four setpins are revealed. These setpins (two each side of the seat frame) secure the seat to the body floor. On their extraction the seat may be removed or repositioned, there being four alternative holes for adjustment each side of the seat frame. For the driver an adjustable driving seat is provided for forward or rearward positioning by pushing the lever, beneath the seat, toward the runner then moving the seat to the required setting and releasing the lever.

*Fig. P.10. Shroud rear fixing.*
1. Five "pop" rivet holes on lip.
2 and 6. Holes for tonneau cover studs.
3 and 5. Demister ducts.
4. Fixing holes for driving mirror.

*Fig. P.11. The complete shroud, removed from the bodywork, showing the side fixings.*
Lift out the seat cushion to gain access to the six nuts securing the seat to the runners. The seat runners, with their packing pieces, are bolted to the floor, each runner having three bolts with nuts accessible beneath the floor.

Boot Lid
Each hinge may be disconnected from the boot lid by releasing the two hinge nuts from the underside of the lid. The limit cable must be released from its connection under the lid. The locking handle can be withdrawn through lock and compartment lid after its two securing screws are extracted. The round heads of these screws are visible on the underside of the lid.

Four cross-headed screws with nuts and washers fix the lock assembly to a supporting bracket riveted and welded to the lid. There is little that can go wrong with this lock, however it does benefit from the occasional application of oil particularly to the spring that is partially visible at the closing edge of the boot lid.

Rear Body Panel
This panel, which forms the lower rear part of the luggage compartment, is the most likely panel to suffer damage in the event of a rear collision.

Should the rear panel require replacing, the damaged part can be removed with a minimum amount of cutting, but a number of rivets have to be drilled out. At each side the panel is fixed by two “pop” rivets and by two of the mud-wing nuts and bolts. The top edge of the panel has thirteen rivets holding it to the luggage compartment frame and the lower lip has nineteen rivets for securing.

After the rivets and nuts and bolts have been freed, the rear light should be removed allowing the panel to be cut along the welded seam at each side which can be felt inside the compartment.

Naturally, the new panel must be re-welded along the same lines and secured by the requisite number of rivets and nuts and bolts.

Section P.3

HOOD (First type to Car No. BN4 68959)
To lower the hood first remove the rear seat squab. Release the tenex fasteners securing the hood to the body commencing with the turn buttons at the rear of the doors and working in towards the body centre. Release the toggle clamps at each end of the windshield top rail and lift off the front hood rail. Collapse the three hood sticks by pressing the front and rear sticks on to the centre stick, making sure that no hood material is trapped anywhere between them.

Pass the front hood rail rearwards underneath the hood sticks and rest it at the rear of the hood well. Fold the rear end of the hood under the rear window and position it in the hood well on top of the front rail. Fold in the hood sides towards the centre of the well, ascertaining that the hood material is completely clear of the hood sticks at each side. Lower the hood sticks into the well, then push the sticks and hood material rearwards as far as they will go. Replace the rear seat squab.

Raising the hood is an exact reversal of the above order.

Austin-Henley 100-6/3000. Issue 2. (53761)
Fig. P.14. Collapsing the hood sticks together.

Fig. P.17. Hood assembly in forward position.

Fig. P.15. Passing the hood rail rearwards underneath the hood sticks.

Fig. P.18. Hood assembly pushed back into well.

Fig. P.16. Hood side flaps folded into centre of well, leaving hood sticks clear of material at each side.

Fig. P.19. Rear seat upholstery hinged forward to show slide '1' and securing clip '2'.

P.7
Section P.4

HOOD (Second type from Car No. BN4 68960)

To lower the hood undo the fasteners securing the hood to the body side and rear deck panel. Release the two toggle catches and lift the front hood rail away from the windshield, pulling the hood material forward over the hood frame. Fold the hinged hood sticks up to the main stick, ensuring that no material is trapped between them.

Raise the rear seat squab and pull it forward to open the hood stowage compartment. Lift the hood assembly from the body sockets and lay it down in position preparatory to stowing (see Fig. P.20).

Take the front rail and stow it under the rear deck panel. Fold the side flaps inwards with the under side of the fasteners towards the window; do not fold with the heads of the fasteners in this position as they may damage the window panel. Lift up the hood material from the well of the stowage compartment and push the frame into position under the rear deck panel. Fold the rear window into the compartment arranging the hood material clear of the squab locating channels.

Fig. P.20.
The hood laid out preparatory to stowage with the front rail located under the rear deck panel.

Fig. P.22.
Push the hood frame under the rear deck panel. Make certain that the hood material is clear of the rear seat squab channels.

Fig. P.21.
Fold the side flaps inwards, and lift up the hood material from the well of the stowage compartment.

Fig. P.23.
The hood stowed away and the rear seat squab replaced in the locating channels.
### Section P.5

**PAINT REFINISHING INSTRUCTIONS**

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<th>Application</th>
<th>Instructions</th>
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<tr>
<td>Stripping original</td>
<td>Water-soluble paint remover, e.g. Sunbeam Anti-corrosives 'Striplene 799'*</td>
<td>—</td>
<td>—</td>
<td>Brush</td>
<td>Remove the original finish with a scraper after allowing paint-strip 10 minutes to react (repeat if necessary). Wash off thoroughly with cold water, rubbing with wire wool, Dry. Blow out crevices with compressed air. Strip a small area at a time to enable correct neutralizing of the stripper</td>
</tr>
<tr>
<td>Metal abrading</td>
<td>Emery-cloth, e.g. Howarth Blue Twill, grade 1½ M</td>
<td>—</td>
<td>—</td>
<td>Hand or disc</td>
<td>Paper thoroughly to ensure satisfactory key. Wipe with cleaner solvent or white spirits</td>
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<tr>
<td>Acid etching</td>
<td>Apply Deoxidine 125 (I.C.I.)</td>
<td>1 part Deoxidine, 1 part water</td>
<td>—</td>
<td>Brush</td>
<td>Apply solution generously and rub in with wire wool. Do not allow Deoxidine solution to dry off before the wash-off operation. Allow approximately five minutes to complete reaction. Wash thoroughly with cold water to remove all traces of Deoxidine solution, followed by a hot rinse. Thoroughly dry surfaces with a clean cloth and blow out crevices with compressed air</td>
</tr>
<tr>
<td>Priming</td>
<td>Synthetic primer G.I.P. No. S3178 or Grey cellulose primer G.I.P. C3971 MOD</td>
<td>6 to 1 with 2548</td>
<td>½-hour to 4 hours</td>
<td>Spray</td>
<td>Apply one thin coat of synthetic primer (recommended for superior adhesion) or one thin coat of cellulose primer (recommended for good adhesion). The use of a primer coat enhances adhesion and gives the system a much greater safety factor</td>
</tr>
<tr>
<td>Applying stopper</td>
<td>Stopper Grey G.I.P. 824D or Stopper Brown G.I.P. 1543</td>
<td>—</td>
<td>6-8 hours, or overnight if possible</td>
<td>Glazing knife</td>
<td>Apply stopper in thin layers, allowing 15-20 minutes’ drying between applications. Heavy layers result in insufficient drying, with subsequent risk of cracking</td>
</tr>
<tr>
<td>Filling</td>
<td>Primer Filler G.I.P. C3663M or Grey G.I.P. C3663M</td>
<td>50/50 with 2045M</td>
<td>3-4 hours</td>
<td>Spray</td>
<td>Apply two or three full coats, allowing 15-25 minutes’ drying time between coats</td>
</tr>
<tr>
<td>Process</td>
<td>Description</td>
<td>Time</td>
<td>Method</td>
<td>Notes</td>
<td></td>
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<tr>
<td>Wet-sanding</td>
<td>Abrasive paper 280 grade</td>
<td>—</td>
<td>—</td>
<td>Rub down wet until smooth; a guide coat (a weak contrasting colour) may be used to ensure that the whole surface is rubbed level. Wash off thoroughly with water, sponge all sludge, wash off, dry with clean sponge. Dry off. Minimum of paint should be removed consistent with a satisfactory surface. Film thickness after rubbing should be 0.025 in. (0.6 mm.) min.</td>
<td></td>
</tr>
<tr>
<td>Applying sealer or undercoat</td>
<td>Sealer Grey or Sealer White or Red undercoat (see B.M.C. Paint Scheme schedule)</td>
<td>50/50 with 2045M</td>
<td>15-20 minutes</td>
<td>Spray Apply one coat, flash off</td>
<td></td>
</tr>
<tr>
<td>Dry-sanding or de-nibbing as required</td>
<td>320 grade paper</td>
<td>—</td>
<td>—</td>
<td>De-nib or dry-sand with 320 paper. Clean with white spirit. The grade of paper quoted is from the 3M Company (Minnesota Mining and Mfg. Co. Ltd.); the grade of paper may vary according to manufacturer</td>
<td></td>
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<td>Applying colour coats</td>
<td>B.M.C. body finishes (see B.M.C. Paint Scheme schedule)</td>
<td>50/50 with 2045M</td>
<td>5-10 minutes' flash between coats. Overnight dry</td>
<td>Spray Apply two double coats with a 5-10-minute flash between coats. Overnight dry</td>
<td></td>
</tr>
<tr>
<td>Flatting colour coat</td>
<td>Flatting 320 or 400 paper (dependent on conditions)</td>
<td>—</td>
<td>—</td>
<td>Hand Flat with 320 or 400 paper, dependent on conditions</td>
<td></td>
</tr>
<tr>
<td>Applying final colour coat</td>
<td>B.M.C. body finishes (see B.M.C. Paint Scheme schedule)</td>
<td>50/50 with 2045M</td>
<td>—</td>
<td>Spray Spray final double colour coat</td>
<td></td>
</tr>
<tr>
<td>Polishing</td>
<td>Cut and polish (see B.M.C. Paint Scheme schedule)</td>
<td>—</td>
<td>—</td>
<td>Hand or machine The colour coat must be thoroughly dry before polishing. After cutting, burnish to a high gloss with a clean mop, and finally clean with a liquid polish, e.g. Apollo liquid polish</td>
<td></td>
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</table>

**NOTE:**

(1) For faster drying of undercoats or local repairs G.I.P. thinners 1523 may be used.

(2) Under extreme circumstances of heat and or humidity, retarder G.I.P. Z1694 can be used added to the 2045M thinners.
Section P.6

SEAT BELT FITTING (Early models)

To enable seat belts to be fitted to the BN4, BN6, BN7, and BT7 models prior to the Healey 3000 Mk. II, it is necessary to modify the body to incorporate the requisite attachment points for the belts.

A seat belt kit Part No. AHB9141 is available from B.M.C. Service Ltd., for this purpose.

The anchorage points are on the rear wheelarches, the rear floor, and the sides of the propeller shaft tunnel. The procedure for modifying the body at these points is as follows.

Rear Wheelarch

Remove the hood and hoodsticks, and the carpet trim from the platform adjacent to the hoodstick 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 the retainer on the front wall of the seat pan. Swing the trim pad carefully forward to expose the wheelarch. Mark off and drill two holes of 1/4 in. (8.73 mm.) diameter at the positions shown in Fig. P.24, using the centres of the two existing weld nuts as a datum. The area of the wheelarch around the holes must be raised to receive the reinforcement plate attached to the two weld-bolts. The plate assembly must lie flush with the outer face of the wheelarch when fitted.

Refit the trim pad, wood block, 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 and bolt assembly from the outside of the wheelarch. Attach the belt bracket, plain washers, spring washer and capped nuts as described in Section PPP.2.

Propeller shaft tunnel

Remove the carpet and felt, mark out and cut a 1 3/4 in. (39-10 mm.) hole in the position shown in Fig. P.25 and drill six 30/64 in. (5-16 mm.) equally spaced holes on a pitch circle of 2 in. (50-80 mm.) diameter. The mounting bracket can be used as a template for this purpose.

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 U.N.F. pan head screws, the nuts and spring washers to face into the car interior.

Cut a 1 in. (25-4 mm.) hole in the carpet and felt to clear the projection of the mounting bracket and replace the felt and carpet.

Assemble the plain washer and then the anti-rattle washer to the hexagon headed set screw. Fit the distance piece to the belt bracket on the short belt so that the large diameter of the distance piece faces onto the mounting bracket and the set in the belt bracket faces away from the tunnel. Assemble the setscrew and washers, and the belt bracket and distance piece to the mounting bracket. Fit the nut and spring washer from the underside of the tunnel.
Floor

Remove the carpets and felt and drill two \(\frac{1}{4}\) in. (8-73 mm.) diameter holes at the positions shown in Fig. P.26. Fit the hexagon headed setscrews to the quick-release bracket, place a reinforcement plate over the holes and place the bracket and setscrews in position with the setscrews projecting through the underside of the floor.

The head of the quick-release pin must face towards the door sill.

Fit the other reinforcement plate retaining nuts and spring washers from the underside of the floor.

NOTE.—The quick release pin is not used as such on these models.

*Fig. P.26. The floor anchorages point location.*
A. 1-1/2 in. (34.93 mm.), B. 2-1/2 in. (63.52 mm.),
C. 2 in. (50.8 mm.).
SECTION PP

BODYWORK

SERIES BN6

Section No. PP.1       Hood

NOTE

This information should be used in conjunction with that contained in Section P.
Section PP.1

HOOD

The main hood stick of the Austin-Healey (Series BN.6) is located in sockets on the top of the rear quarter trim panel. Two die-cast retainers fasten the hood to the rear deck panel, and two toggle catches secure the front of the hood to the windshield. Folding, removal, or stowage of the hood should be undertaken by the following method.

1. Pull the rear floating stick forward to the main stick using the loop provided.
2. Release the two turn buttons and the Tenax fasteners securing the hood side flaps to the outside of the body.
3. Remove the rear end of the hood by disengaging the securing plate from the two die castings on the rear deck panel.
4. Release the toggle catches from the top corners of the windshield.
5. Break the cantrail hinge links and pull the front rail up to the main hood stick, ensuring that the hood covering is not trapped between the sticks.
6. Fold the hood onto the hood sticks with the window at the rear and the seam of the hood running along the top of the sticks. The side flaps should be folded inwards with the underneath part of the fasteners against the rear window to avoid damage.
7. Lift the folded hood and sticks from the body sockets and stow with the sticks passing through the leather covered stirrup brackets and resting in the carpet covered recesses near the floor. Ensure that the cantrail hinge links are retained by the stirrup brackets to prevent chafing of the back of the seats when they are pushed back in the rear position.

Fig. PP.1
Pull the rear floating stick forward, using the finger loop provided.

Fig. PP.2
Release the two turn buttons and Tenax fasteners securing the hood flaps to the body.
Fig. PP.3  Disengage the hood plate from the rear deck panel.

Fig. PP.4  Release the toggle clamp from the windshield top rail.

Fig. PP.5  Break the contrast hinge points and pull the front rail up to the main hood stick.

Fig. PP.6  Fold the hood onto the upright hood sticks with the seam of the hood running along the top and the window to the rear.
Fig. PP.8
The hood stowed away and the seats pushed back into their most rearward position.

Fig. PP.7
Lift the hood assembly from the body sockets and stow away, passing the sticks through the retaining sturrups into the recess near the floor.
SECTION PPP
BODYWORK
Mk. I and II (SERIES BN7 and BT7)
AND Mk. II and Mk. III (SERIES BJ7 and BJ8)

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NOTE
This Section should be used in conjunction with Sections P.1, P.2, and P.5. The hood of the BN7 is dealt with in Section PP.1.
Section PPP.1

HOOD (Series BT7)

To lower, fold, and stow the hood proceed as follows:—

1. Break the rear stick hinge links, by upward pressure on their tabs and pull the stick forward to the main support by using the loops provided.
2. Lift the rear seat squab and open it forward onto the seats.
3. Release the two buttons securing the side flaps and the fasteners along the rear deck panel (see Fig. PP.2).
4. Release the toggle catches from the top corners of the windshield (see Fig. P.13).
5. Remove the hood from the sticks and place the front rail under the rear deck panel. Fold the sticks together and stow under the rear deck panel and over the front rail (see Fig. PPP.1).
6. Make the first fold in the hood at the seam above the window, fold again and fold the side flaps on top.

(7) Loosely fold again, making sure the hood material is well clear of the seat channels. Finally replace the rear seat squab.

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Fig. PPP.1.
Hood sticks and front rail in position under the rear deck panel with hood inverted and the first fold made.

Fig. PPP.2.
Fold the hood side flaps well over after making the second fold in the hood.

Fig. PPP.3.
Keep the hood material clear of the rear seat squab slides "I" and securing clip "F".
Section PPP.2

SEAT BELTS (Healey 3000 Mk II and Mk III)

Seat belts for the front seats can be supplied by B.M.C. Service Ltd. Attachment points for these belts are incorporated in the construction of the body and are located on the rear wheel arch, the rear floor near the door sill, and the sides of the propeller shaft tunnel.

Fitting

The two holes for the floor fixing are located between the rear of the door sill and seat, and can be felt from the underside of the floor. Cut the carpet and underfelt to allow a complete metal to metal contact between the base of the channel bracket and the floor. Attach the channel bracket to the belt bracket with the clevis pin so that the angle of the belt bracket faces inwards and the head of the pin faces outwards. Assemble the channel bracket to the floor with the two hexagon set screws and fit the nuts and spring washers from the underside of the floor. Ensure no carpet or felt is trapped under the bracket.

Remove the chromium plated capped nuts and plain washers visible on the rear wheel arch. Fit the other belt bracket over the two studs, ensuring that the belt is not twisted. Refit the plain washers, spring washers and capped nuts. The belt bracket is fitted on top of the trimming at this attachment point.

Lift the carpet at the rear end of the propeller shaft drive tunnel and remove the rubber plug from the hole in the tunnel near its junction with the floor. Cut a 1 in. (25.4 mm.) diameter hole in the carpet centred around the hole in the tunnel.

Section PPP.3

LOWERING AND RAISING THE HOOD OF THE CONVERTIBLE MODEL (Mk. II and Mk. III)

To lower the hood proceed as follows:

1. Pull the rear seat squab forwards from its rubber catches.
2. Release the toggle catches at each end of the windscreen top rail. Pull the top of the catches downwards and then disengage the bottom of the catches from the hooks on the windscreen pillars.
3. Standing beside the car, lift the front hood rail from the windscreen allowing the three hood supporting rails to collapse together. Ensure that the hood material and the back window fold naturally without buckling or creasing.

Note

The short belt must be fitted to the same side of the tunnel as the seat for which the belt is to be used.
Lift the front hood rail from the windshield allowing the hood supporting rails to collapse together.

4. Push the front section of the hood backwards, inverting it in the process, and ease the hood and supporting rails into the well behind the rear seat.

5. Press the front hood rail section downwards on each side of the car in turn, making sure that the hood framework does not damage the interior trim panels.

6. Push the rear seat squab back into its retaining catches.

7. Fit the hood cover, securing first the two Tenax fasteners on each side of the car adjacent to the doors and then the fasteners on each interior trim panel. Press home the two fasteners on the tonneau panel and then secure the hood cover to the top of the rear seat squab with the two fasteners provided.

Raising the hood is a reversal of the above sequence. Having lifted the hood from the well behind the rear seat, sit inside the car and use the handle at the centre of the front hood rail to pull the hood down towards the top rail of the windshield. Engage the bottom of the toggle catches in the hooks on the windshield pillars and press the top of the catches firmly forwards and upwards towards the hood.

Having raised the hood and fastened the catches, make sure that the lower edge of the hood material immediately behind the door openings is inserted into the cockpit drain channel on each side of the car.
Section PPP.4

REMOVING AND REPLACING THE HOOD ASSEMBLY
(CONVERTIBLE MODEL Mk. II and III)

Removal
To remove the complete hood and hood frame assembly from the car proceed with the following:

Undo the four screws which hold each rear seat pan in position and lift out the rear seats. This will give access to the nuts securing the rear seat squab hinges. Remove the screws and nuts from the two hinges and lift out the seat squab.

Release the door draught excluder from the top edge of the rear interior trim panels on each side of the car. Unscrew the plated dome nuts from the seat belt anchorage points and the self-tapping screws from each panel. Remove both trim panels from the car.

With the hood in the raised position to minimise the tension on the hood framework helper springs, detach the springs at their top ends from the hood mechanism. Remove the three hood material inner cappings from inside the car. Remove the self-tapping screws to release central capping rail from tonneau panel. Undo the window clips and remove the complete rear window panel from the hood. Remove the self-tapping screws to release the two side capping rails from the body. These will remain attached to the hood material.

The hood mechanism is attached to the body at three points adjacent to the door openings on each side of the car. With the hood still in the raised position, remove the nut from the rearmost of the three fixing points. Lower the hood and remove the two nuts and bolts on each side from the remaining attachment points, noting that at these points packing washers are fitted between the hood frame pivot bracket and the body.

Lift the complete hood from the car.

Replacement
Replacement is a reversal of the removal sequence, but attention must be given to the following points.

When placing the hood assembly on the car, locate the rear hole of each pivot bracket over the rear stud of the body attachment point, with the hood in the collapsed position. With the packing washers in place, fit the two nuts and bolts on each side making sure that the bolts with tapered heads are fitted in the holes nearest the sides of the car. The thin end of the taper must face towards the back of the car. Before tightening the nuts and bolts raise the hood and fit the nut and washer to the body attachment stud on each side of the car. Clip the hood to the top rail of the windscreen to ensure correct alignment of the hood assembly in relation to the windscreen. Fully tighten all the nuts and bolts.

Fit the helper springs to the hood mechanism with the hood in the raised position.

Release the hood from the windscreen and partially fold it back to enable the material side cappings to be screwed to the body. Ensure at this stage that the hood material immediately behind the door openings is correctly located in the cockpit drain channel.

Clip the top of the rear window panel in position and screw the central capping rail into place, noting that the two longest screws must be fitted at the extreme ends of this rail.

Section PPP.5

REMOVING AND REPLACING THE COCKPIT DRAIN TUBE HOSES
(CONVERTIBLE MODEL Mk. II and III)

Rubber extension hoses are fitted to the three tubes leading from the cockpit drain channel around the lower edge of the hood. One drain tube is located at the back of the cockpit in the centre of the car. The other two tubes are at the side of the cockpit adjacent to the door openings taking water from the drain channel into each rear wheel arch.

To remove the rear drain tube rubber hose, undo the screws which hold the rear seat pans in position and lift out the rear seats. This will give access to the nuts securing the rear seat squab hinges. Remove the screws and nuts from the two hinges and lift out the seat squab. The rubber hose may now be pulled off its tube and removed from beneath the cockpit trim carpet.

To gain access to a side drain tube rubber hose, remove the two rear seats, the rear seat squab, and the trim panel on the appropriate side of the car.

Replacement is a reversal of the above procedures.
Bodywork

Section PPP.6

Removing and Replacing the Windshield Frame Assembly (Convertible Model Mk. II and III)

Remove the windshield wiper arms from their driving spindles.

Remove the two self-tapping screws from each corner of the fascia panel and the two screws securing the driving mirror to the scuttle. It will now be possible to lift the scuttle top liner assembly from the scuttle, noting the six locating holes in the scuttle for the demister duct bezel pegs.

Unscrew the set bolt holding the bracket at the centre of the windshield bottom rail to the scuttle top.

Remove the four screws from the rear of each windshield pillar. Pull the windshield and frame assembly forwards from the pillars and lift it from the car.

Before replacing the windshield assembly ensure that the aperture at the base of each pillar is sealed with Glasticon Compound or Dum-Dum putty.

A rubber weather strip is located in a channel in the windshield lower frame member to effect a seal between the windshield and the scuttle top. This should be inspected for signs of perishing or splitting, and must be renewed if necessary.

Fit all the windshield screws and the centre-fixing set bolt before fully tightening any of the pillar screws.

Section PPP.7

Removing and Replacing the Windshield Glass (Convertible Model Mk. II and III)

Remove the windshield frame assembly from the car (see Section PPP.6).

To dismantle the windshield frame from the glass, remove the two screws from each corner of the frame (top and bottom). The four parts of the frame can now be separated.

It will be seen that the sealing of the windshield glass is performed by a glazing rubber in two sections. One section is in the frame top member, and the other is in the frame lower member and the two side members.

Ensure that the glazing rubber is in good condition without any signs of perishing or cracking. No additional sealing compound is necessary when assembling the glass to the windshield frame with the glazing rubber.

The rubber strip behind the glazing rubber must not overlap the corner brackets.

Section PPP.8

Removing and Replacing a Windshield Pillar (Convertible Model Mk. II and III)

Remove the windshield frame assembly from the car (see Section PPP.6).

Ease the draught excluder from the pillar which is to be removed, drilling out the rivet holding the excluder at the top of the pillar.

Unscrew the four nuts and bolts holding the lower end of the pillar to the scuttle. Pull the pillar upwards from the body. Retain the packing piece located between it and the body, and the sealing compound from around the base of the pillar.

Reverse the above procedure when replacing the pillar. Select packing pieces to attain the correct fit of the pillar without straining the windshield and frame assembly and fitting all the windshield frame screws before fully tightening the pillar nuts and bolts.

Section PPP.9

Removing and Replacing the Door Components (Convertible Model Mk. II and III)

Interior Door Handles

Push the handle escutcheon away from the handle to be removed to expose the retaining pin. Push out the pin and withdraw the handle, escutcheon, and spring. When removing the door lock remote control handle it may be necessary to turn the escutcheon until its slots are aligned with the retaining pin. This will allow the escutcheon to be pushed away from the handle.

Door Interior Trim

Remove the interior door handles (see above).

Unscrew the self-tapping screws and remove the plated door pull.

Unscrew the self-tapping screws around the edge of the outer trim panel and remove the panel. Remove the screws around the edge of the inner trim panel and lift off the panel.
Removal of the outer trim panel will have revealed the self-tapping screws which hold the top trim pad in position.

**Door Glass and Ventilator**

Remove the door interior trim (see overleaf.)

Unclip the door glass inner weatherstrip and the door waist plated moulding complete with the attached rubber seal.

Remove the four screws retaining the ventilator assembly to the door upper panel. Unscrew the nuts near the window regulator mechanism to release the lower end of the window guide channel.

Lower the glass inside the door and release the regulator arm from its guide channel in the glass frame.

Pull the ventilator assembly and door glass upwards together from the door.

When replacing the ventilator and door glass make sure that the glass is correctly located in the guide channel before assembly to the door.

**Window Regulator**

Remove the door glass and ventilator.

Unscrew the four screws from the regulator and withdraw the assembly complete with its arm from the door.

**Door Lock Remote Control**

Remove the window regulator (see above).

Remove the three screws retaining the door lock remote control assembly, and the three screws holding the door lock and guide plate to the door.

Push the catch of the lock down into the locked position and push it through the aperture in the door. Drop the remote control downwards and withdraw the complete assembly from the door.

**Door Outer Handle**

Remove the door lock remote control (see above).

From inside the door, remove the nut and washer from the handle stud. Pull the door handle up and remove the screw revealed, holding and retrieving the nut and washer from inside the door. The handle assembly with its seating washer may then be withdrawn from the door.

**Door lock (later cars)**

Remove the door interior trim, see overleaf.

Remove the three screws retaining the door lock and guide plate to the door, and the three screws retaining the door lock remote control assembly.

Remove the two inside screws from the window channel.

Remove the four screws and remove the door lock.

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**Section PPP.10**

**SEAT BELTS**

The following instructions refer to fitting the approved 'Kangol Magnet' seat belt to the fixing points incorporated in the body structure.

**Rear wheel arch**

1. Remove the plastic cap from the fixing boss.
2. Place the small bracket of the long belt on the short \( \frac{3}{4} \) in. bolt followed by the waved washer and distance piece (the small diameter of the distance piece towards the bolt head).
3. Secure the bracket to the fixing boss.

**Side member**

4. Locate the fixing point and cut the carpet to expose the fixing boss.
5. Place the large washer on the square headed adaptor and secure to the fixing boss.
(6) If the adaptor is not square with the sill when fitted, remove the adaptor, add the small shim washer and repeat item 5.

(7) Place the belt bracket on the $\frac{3}{4}$ in. bolt, followed by the waved washer and distance piece (the small diameter towards the bolt head).

(8) Secure the bracket to the adaptor (from the sill side).

Drive shaft tunnel

(9) Place the bracket of the short belt on the remaining $\frac{3}{8}$ in. bolt followed by the waved washer and distance piece (the small diameter towards the bolt head).

(10) Secure the bracket to the exposed boss on the same side as the seat for which the belt is being fitted.

Fig. PPP.10

Seat belt fixings

1. Rear wheel arch.
2. Side member.
3. Drive shaft tunnel.