



Austin Service Journal Bulletins 1960

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A319	Overdrive lubrication	X	X	X		1960-12-07	1	32
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Distributor & Dealer
Organization

No. A / 178

Fleet Users

No.

8 January 1960

IMPORTANT MODIFICATIONS

Parts List
Amendment No.

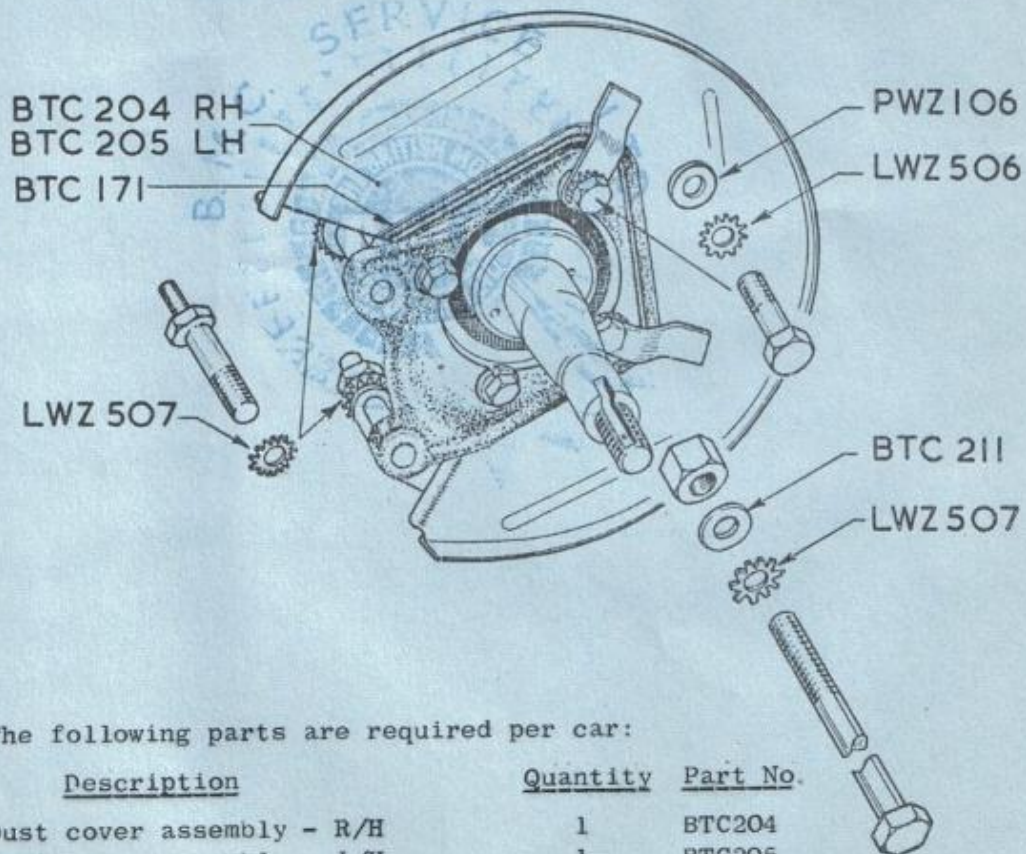
Seat runners	<p><u>From Car No. 26139 - Healey 'Sprite'</u> <u>To extend forward adjustment</u></p> <p>Bottom seat runners lengthened. Interchangeable in pairs only.</p>	PAU/785
Carburetters & controls	<p><u>From Car No. 5234 - BN.7)</u> <u>Healey '3000'</u> <u>5310 - BT.7)</u></p> <p>Manually-operated choke control introduced.</p> <p>For modification to earlier cars see Austin Service Journal No. A/166.</p>	PAU/802 to 805
Rod - engine oil indicator	<p><u>From Car No. 74192 - Nash 'Metropolitan'</u> <u>To improve accessibility</u></p> <p>Oil level indicator rod now cranked away from crankcase.</p> <p>Interchangeable.</p>	PAU/821

DISC BRAKES

AUSTIN-HEALEY 3000

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:

<u>Description</u>	<u>Quantity</u>	<u>Part No.</u>
Dust cover assembly - R/H	1	BTC204
Dust cover assembly - L/H	1	BTC205
Rubber seal - dust cover	2	BTC171
Washer - plain	2	PWZ106
Washer - plain	2	BTC211
Washer - shakeproof	2	LWZ506
Washer - shakeproof	6	LWZ507

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.).

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No. AF / 90

29 March 1960

SYNCHROMESH UNIT ASSEMBLY RING

PART No. 18G144

A.30

A.35

A.40 (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 + .127 mm.)
+ .005" (+ .025 mm.)

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No. A / 212

Fleet Users

No. AF / 91

30 March 1960

MAIN & CONNECTING ROD BEARINGS

SEVEN

A.30; A.35

A.40 (A2S.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)

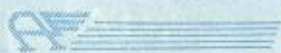
HIRE-CAR (FL1D & FL2D)

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:

MODELS	PART No.	DESCRIPTION	IDENTIFICATION MARK ON BACK OF BEARING	
			Lead INDIUM Overlay	Lead TIN Overlay
A.30	8G2203	Connecting rod bearing	2A729 PV	2A729 G
SEVEN, A.35, HEALEY 'SPRITE' A.40 (A2S.6)	8G2198	Connecting rod bearing	2A690 PV	2A802 G
HEALEY 'SPRITE'	8G2222	Crankshaft main bearing	AEA308 PV	AEA308 G
A.55 (HS.6) A.55 Mark II (HS.8) METROPOLITAN'	8G2207	Connecting rod bearing	1H962 PV	1H962 G
HEALEY 100 SIX (BN.6) HEALEY 3000 (BN.7 & BT.7)	AJC5159	Connecting rod bearing	AEC801 PV	AEC801 G
HEALEY 3000 (BN.7 & BT.7)	8G2287	Crankshaft main bearing	AEC959 PV	AEC959 G
HIRE-CAR (FL1D) HIRE-CAR (FL2D) TAXI (FX3D)	8G2116	Connecting rod bearing (top half)	11B69 PV	11B69 G
HIRE-CAR (FL1D) HIRE-CAR (FL2D) TAXI (FX3D)	8G2115	Crankshaft main bearing (bottom half, front & centre)	11B34 PV	11B34 G
		Crankshaft main bearing (bottom half, rear)	11B36 PV	11B36 G
HIRE-CAR (FL2D) TAXI (FX3D) TAXI (FX4D)	8G2219	Connecting rod bearing	11B69 PV	11B69 G
HIRE-CAR (FL2D) TAXI (FX3D) HIRE-CAR (FX4D)	8G2218	Crankshaft main bearing (front & centre)	11B34 PV	11B34 G
		Crankshaft main bearing (rear)	11B36 PV	11B36 G



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No. A / 226

Fleet Users

No.

5 May 1960

IMPORTANT MODIFICATIONS

Parts List
Amendment No.

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

Joint washer - cylinder head
 From Engine No. 15AA-U-H.62601)
15AA-U-L.61321) A.55 Cambridge PAU/910
15AA-N-H.61097) (Mark II)
15AA-N-L.61772)
15-N-L. 187875) A.55 (HS.6, HK.6, PAU/951
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' PAU/919
To incorporate fuel trap
 Vacuum ignition control pipe now incorporates fuel trap.

Interchangeable.

Rear road spring seat
 From Car No. AV.5 218191 (RHD))
AV.5 217642 (LHD)) A.35 Van PAU/922
AP.5 217110) & Pick-up

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 PAU/953
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 PAU/954
15848 (LHD)
To prevent spring becoming coil-bound
 Length of spring increased; depth of locating recess in swivel hubs increased to suit.
 Interchangeable in sets.

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No. _____
24 May 1960

IMPORTANT MODIFICATIONS

Parts List
Amendment No

Piston - scraper ring	<p><u>From Engine No 8A-U-H 24388 - SEVEN</u></p> <p><u>To improve oil consumption</u></p> <p>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.).</p> <p>Interchangeable</p>	PAU/985
Tap - fuel filter to injection pump pipe	<p><u>From Engine No 763 - TAXI (FX4D)</u> <u>276 - HIRE-CAR (FL2D)</u></p> <p><u>To eliminate possibility of fuel leaks</u></p> <p>Tap now of cork-seated type (was plug type).</p> <p>Interchangeable</p>	PAU/980
Road wheels	<p><u>From Car No 39224 - AUSTIN-HEALEY Sprite</u></p> <p><u>Improved design</u></p> <p>Strengthened wheel with longer ribs and re-positioned vent holes introduced.</p> <p>ALL CARS USED FOR COMPETITION WORK SHOULD BE FITTED WITH THESE WHEELS</p>	PAU/991
Disc brakes	<p><u>From Car No. 9088 (disc wheels) BT.7)</u> <u>9090 (wire wheels)) AUSTIN-</u> <u>9450 (disc wheels)) HEALEY</u> <u>9453 (wire wheels) BN.7) 3000</u></p> <p><u>To prevent pad wear</u></p> <p>Dust covers and seals fitted to brake assemblies.</p> <p>See Service Journal A/205 for application to earlier cars.</p>	PAU/993

Parts List
Amendment No.

Front and
rear brake
linings

From Car No. 955 TAXI & HIRE CAR (FX4D; FL2D)

PAU / 996

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))
14910 (non-overdrive)) HEALEY 3000

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.

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No. _____

26 July 1960

IMPORTANT MODIFICATIONS

Parts List
Amendment No.

Petrol Pipes	<p><u>From Car No. 41016 - HEALEY 'SPRITE'</u></p> <p><u>To eliminate vibration and chafing</u></p> <p>Single pipe (tank to pump) replaced by two Bundy pipes and a flexible pipe.</p> <p>Interchangeable in sets.</p>	PAU / 1031
Hand brake cable clip	<p><u>From Car No. 10475 - HEALEY 3000 (BT.7)</u></p> <p><u>To prevent cable fouling propeller shaft</u></p> <p>Clip fitted to rear floor.</p> <p>May be fitted to earlier cars.</p>	PAU / 1033
Front road springs	<p><u>From Car No. 10329 (BN.7) - HEALEY 3000</u> <u>10303 (BT.7)</u></p> <p><u>To improve road-holding</u></p> <p>Front coil springs re-rated.</p> <p>Interchangeable in pairs.</p>	PAU / 1033
Brake pressure regulating valve	<p><u>From Car No. 7032 - A.99 WESTMINSTER</u></p> <p><u>To improve braking</u></p> <p>Valve setting increased from 750 lbs (340.2 kg.) to 950 lbs, (430.9 kg.).</p> <p>Interchangeable.</p>	PAU / 1027
Front shock absorbers	<p><u>From Car No. 104920 - RHD) A.40 COUNTRYMAN</u> <u>104834 - LHD) (AAW.6)</u></p> <p><u>To provide a softer 'ride'</u></p> <p>Shock absorber settings modified.</p> <p>Interchangeable.</p>	PAU / 1038

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Organization

No. A / 271

* cancelling A/255
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No.

7 Sept. 1960

IMPORTANT MODIFICATIONS

		<u>Parts List</u> <u>Amendment No.</u>
Petrol Pipes	<u>From Car No. 41016 - HEALEY 'SPRITE'</u> <u>To eliminate vibration and chafing</u> Single pipe (tank to pump) replaced by two Bundy pipes and a flexible pipe. Interchangeable in sets.	PAU / 1031
Hand brake cable clip	<u>From Car No. 10475 - HEALEY 3000 (BT.7)</u> <u>To prevent cable fouling propeller shaft</u> Clip fitted to rear floor. May be fitted to earlier cars.	PAU / 1033
Front road springs	<u>From Car No. 10329 (BN.7) - HEALEY 3000</u> <u>10303 (BT.7)</u> <u>To improve road-holding</u> Front coil springs re-rated. Interchangeable in pairs.	PAU / 1033
Brake pressure regulating valve	<u>From Car No. 7032 - A.99 WESTMINSTER</u> <u>To improve braking</u> Setting increased from 750 to 950 lbs./sq.in. (54.73 to 69.79 kg./cm. ²). Interchangeable.	PAU// 1027
Front shock absorbers	<u>From Car No. 104920 - RHD) A.40 COUNTRYMAN</u> <u>104834 - LHD) (AAW.6)</u> <u>To provide a softer 'ride'</u> Shock absorber settings modified. Interchangeable.	PAU / 1038

* "lbs./sq.in." was "lbs!" (item 4) LITHOGRAPHED IN ENGLAND



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Organization

No. A / 274

Fleet Users

No.

9 Sept. 1960

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.

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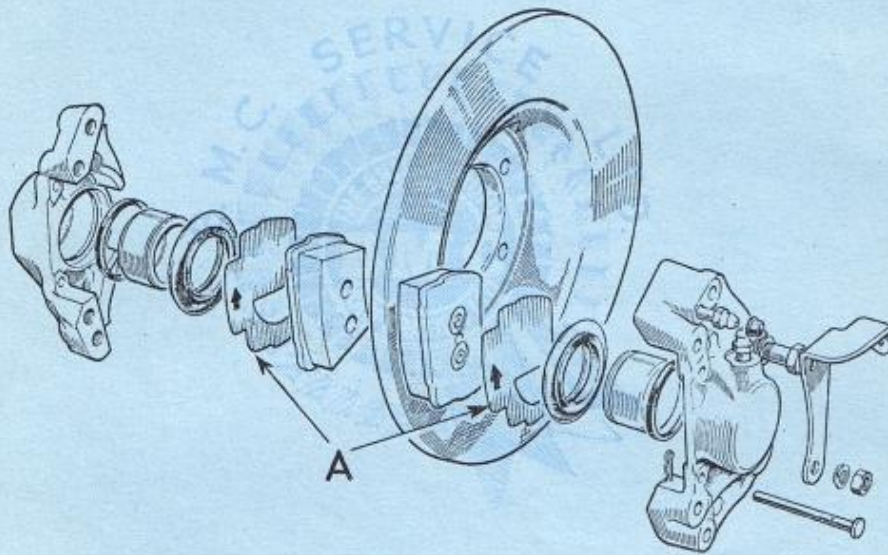
No.

9 September 1960

SQUEAL FROM DISC BRAKES

AUSTIN-HEALEY 3000

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'.



LITHOGRAPHED IN ENGLAND

Distributor & Dealer
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* cancelling A/163

Fleet Users

No. _____

13 Sept. 1960

ACCELERATOR SHAFT BUSHES

AUSTIN-HEALEY 100-SIX
(BN.4 & BN.6)

AUSTIN-HEALEY 3000
(BN.7; BT.7)

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:

<u>Part No.</u> (Felt)	<u>Description</u>	<u>Qty.</u>	<u>Part No.</u>
1A1832	Bush - accelerator pedal shaft (engine side)	1	AHB8748 (Nylon)
1A1832	Bush - accelerator pedal shaft (pedal side)	1	AHB8950) (composition)
1A1832	Bush - accelerator cross-shaft	2	AHB8950) (composition)

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)
7190 LHD) BT.7

7637 RHD)
7436 LHD) BN.7.

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.

Distributor & Dealer
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No. A / 283

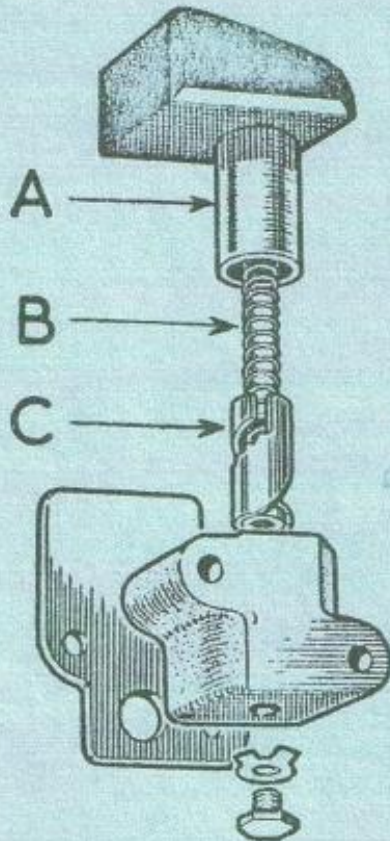
Fleet Users

No. AF / 128

28 Sept. 1960

TIMING CHAIN TENSIONER

A.40/50
A.55 (HS.6; HV.6; HQU.6)
A.55 CAMBRIDGE Mark II
A.55 COUNTRYMAN
METROPOLITAN
A.90 SIX
A.95/105
A.99 WESTMINSTER
HEALEY 100-SIX (BN.4 & BN.6)
HEALEY 3000



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" (.76 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

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No. A / 285

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No. _____

30 Sept. 1960

IMPORTANT MODIFICATIONS

Parts List
Amendment No.

Shock absorbers - front	<p><u>From Car No. 108180 - RHD) A.40</u> <u>108089 - LHD) Series A2S.6</u></p> <p><u>104920 - RHD) A.40 COUNTRYMAN</u> <u>104834 - LHD) Series AAW.6</u></p>	PAU/1065 PAU/1038
- rear	<p><u>From Car No. 111682 - RHD) A.40</u> <u>107362 - LHD) Series A2S.6</u></p> <p><u>111729 - RHD) A.40 COUNTRYMAN</u> <u>111811 - LHD) Series AAW.6</u></p> <p><u>To provide softer ride.</u> <u>Shock absorber settings modified.</u> <u>Interchangeable.</u></p>	PAU/1057 PAU/1060
Carburetters	<p><u>From Engine No. 18656 - AUSTIN-HEALEY 3000</u></p> <p><u>Improved design.</u></p> <p>Introduction of modified 'fast idle' actuating mechanism incorporating roller type cam shoe and rod assembly.</p> <p>Jet housing modified to suit.</p> <p>Carburetters interchangeable in pairs.</p>	PAU/1096
Overdrive gearbox - oil strainer & drain plug	<p><u>From Engine No. 8745 - AUSTIN-HEALEY 3000</u></p> <p><u>Improved design.</u></p> <p>Oil drain plug for front casing and oil strainer modified to suit magnet fitted in drain plug.</p> <p>Interchangeable.</p>	PAU/1097
Driving mirror	<p><u>From Body No. 87932 - A.55 CAMBRIDGE (Mark II)</u></p> <p><u>To eliminate vibration</u></p> <p>Stouter bracket introduced and mirror modified to suit.</p> <p>Interchangeable.</p>	PAU/1093

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No. AF / 130
6 October 1960

UNDERSEALING

ALL MODELS

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.



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No.	A / 288
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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.





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No.

18 October 1960

REAR TYRE FOULING

AUSTIN-HEALEY 3000

At Car Nos. 10309 (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.).



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No. A / 292

Fleet Users

No. AF / 132

18 October 1960

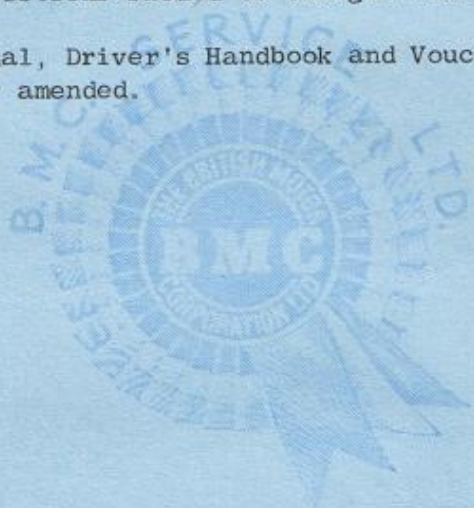
DISC BRAKE PADS

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.





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No. A / 294

Fleet Users

No. AF / 133

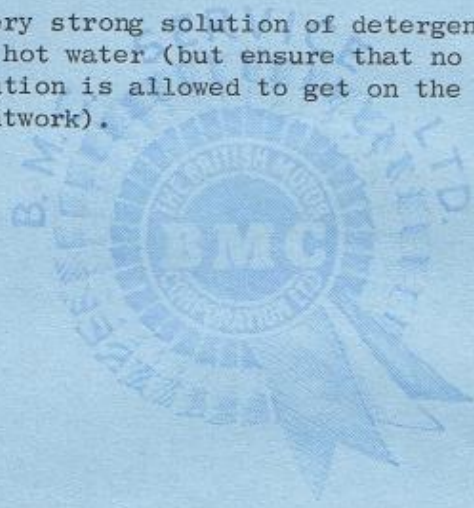
18 October 1960

WINDSCREEN CONTAMINATION

ALL MODELS

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).



Distributor & Dealer Organization

No. A / 306

Fleet Users

No.

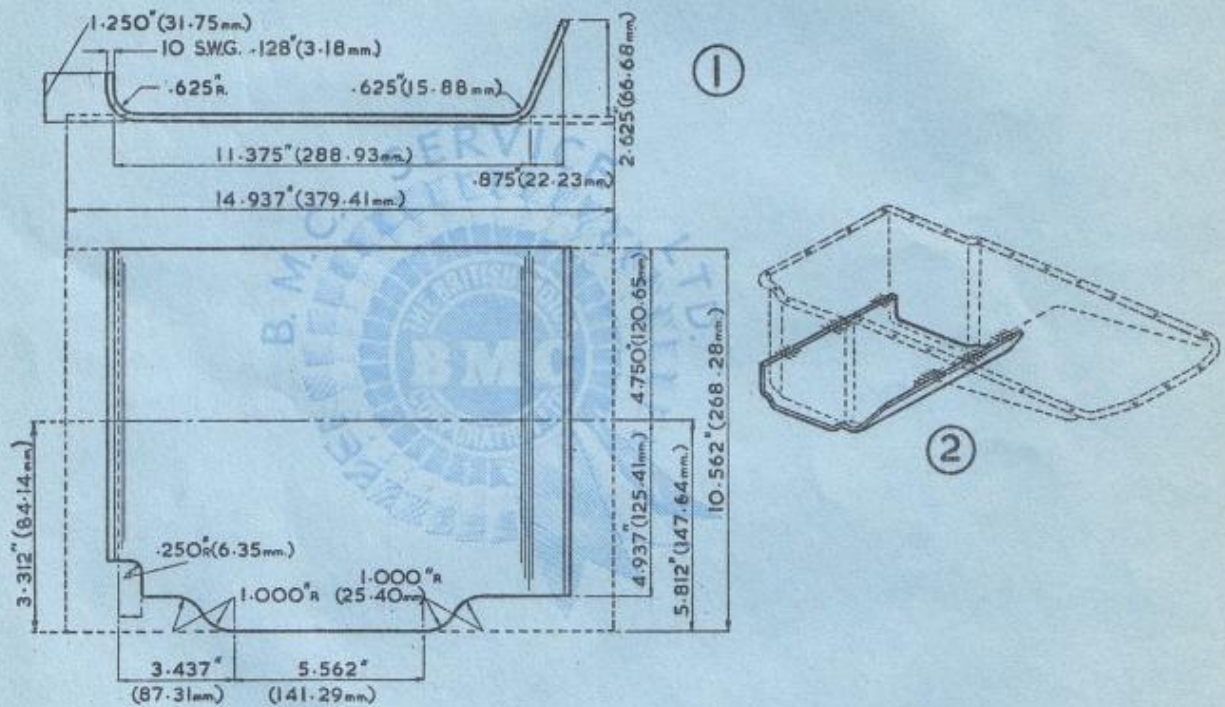
11 Nov. 1960

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.

Distributor & Dealer
Organization

NoA / 310

Fleet Users

No.

22 November 1960

REPLACEMENT SHELL &
UNDERFRAME ASSEMBLY -
ADDITIONAL PARTS REQUIRED

AUSTIN-HEALEY Sprite

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

	<u>Part No.</u>
1 Exhaust pipe	AHA5360
1 Bracket - exhaust	AHA5361
2 Clips - rear spring	AHA5221
4 Bolts - spring to frame	HBZ0626

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

	<u>Part No.</u>
2 Shock absorber links	AHA5446
1 Mounting bracket (shock absorber) R/H	AHA5305
1 Mounting bracket (shock absorber) L/H	AHA5306
2 Bolts - shock absorber to bracket	HBZ0630
2 Bolts - shock absorber to bracket	HBZ0612
4 Nuts	LNZ106
4 Plain washers	PWZ106
4 Spring washers	LWZ306
1 Wheel arch liner R/H)	
1 Wheel arch liner L/H)	for Part Nos. refer to
1 Heelboard liner assy.)	Service Parts List.

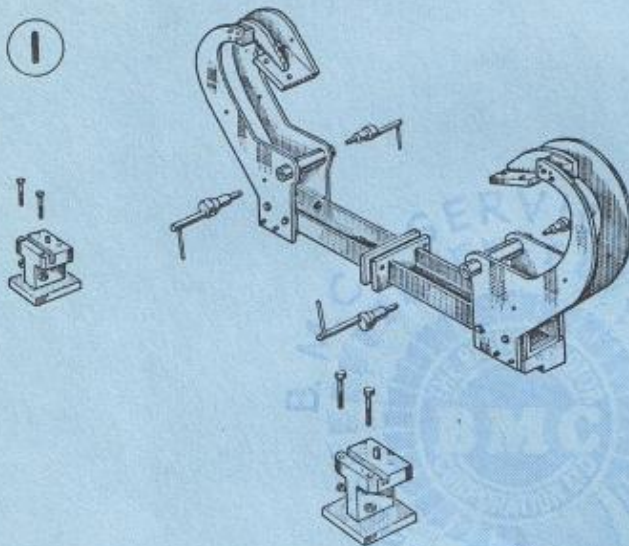
BODY ALIGNMENT CHECKING JIG

AUSTIN-HEALEY SPRITE

Tool No. . . 18G603

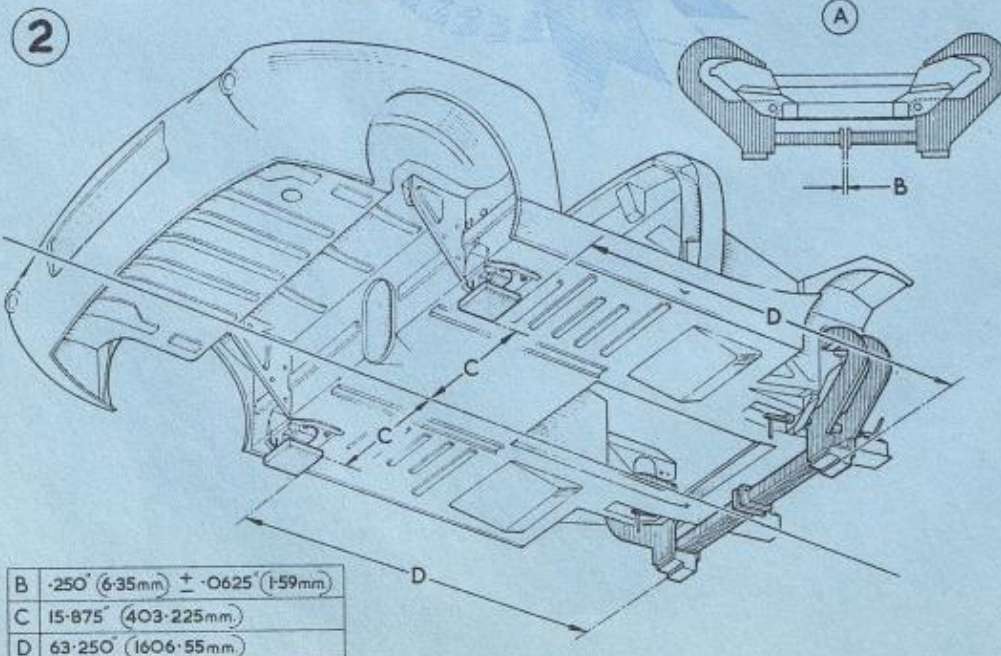
Weight . . . 107 lbs.

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.



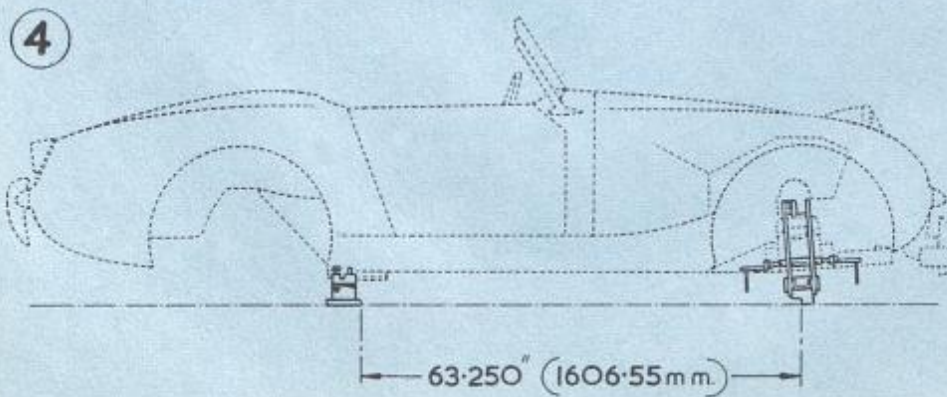
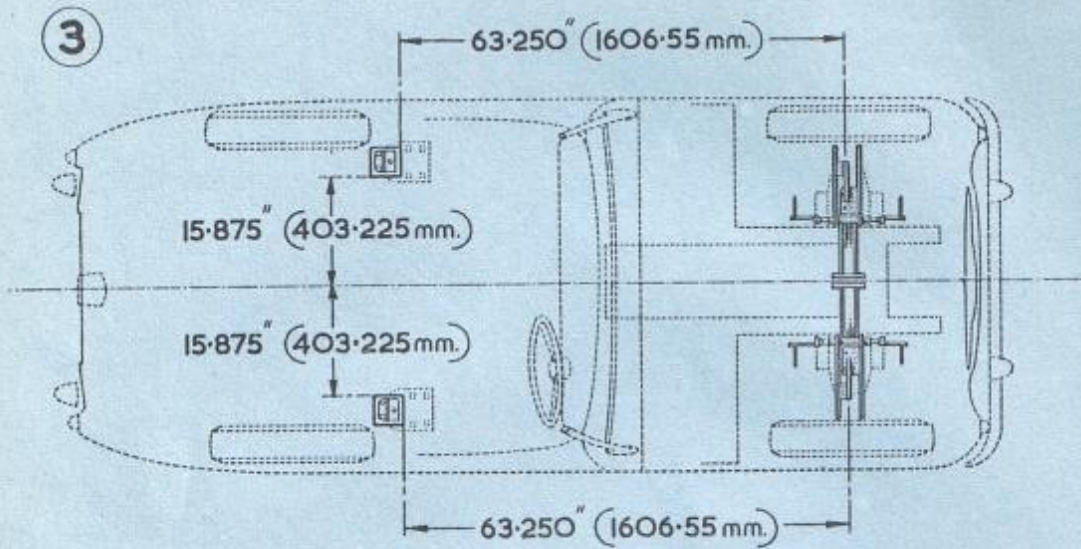
B	.250' (6.35mm) ± .0625' (1.59mm)
C	15.875' (403.225mm)
D	63.250' (1606.55mm)

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

P. T. O.

All essential and necessary dimensions are given in Figures 3 & 4
Checking procedure follows the normal practice.



Distributor & Dealer
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No. A / 319

Fleet Users

No. AF/144

7 Dec. 1960

OVERDRIVE - LUBRICATION

Austin-Healey 100
Austin-Healey 100-Six
Austin-Healey 3000

The following oils are specified for this application:

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

Distributor & Dealer
Organization

AC / 210

No.

Fleet Users

No. ACF/164

15 Dec. 1960

ENGINE OIL FILTER

152

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
- or 10 lbs./ft. (1.38 kgm.) - Purolator filter.

