

Service Bulletins



Confidential

NO. 145

TECHNICAL SERVICE BULLETIN

British Motor Corporation / Hambro Inc.
734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY

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TO ALL DISTRIBUTORS & DEALERS:

January 31, 1963

Re: BJ7 HEALEY CONVERTIBLE TOPS

Damage to the top material on the Austin Healey 3000 MK II (BJ7) Convertible can occur at the two following points:-

1. With the top up, the sharp point of the clamp securing the convertible top to the windshield may cut into the top immediately behind the windshield rail.
2. With the top down, the sharp edge of the rear cockpit moulding lip may cut the folds of the top where it becomes trapped between the moulding and the frame.

RECTIFICATION TO NO. 1

- (a) Filing off the sharp point of the top clamp to give a smooth radius.

RECTIFICATION TO NO. 2

- (a) A new cockpit moulding without lip (Part No. AHB9907) will be available shortly.
- (b) Until this moulding is available, filing off the inner lip on the moulding can be carried out, reshaping to give a round section and re-chroming as required. When replacing the moulding, ensure that the body putty is in place before tightening to prevent water leakage under the moulding.

NOTE: Before carrying out Operation 'C', it is imperative the hood bows are checked to ensure they are centralized in cockpit.

(c) Increased clearance between the rear cockpit moulding and the top may be gained by resetting the position of the cant rail plate 'A' and the front top bow 'B'. Proceed as follows:-

- I. Remove wooden cant rail 'C' from each side of car. See Sketch Fig. II
- II. Using a suitable clamp and packing, partially straighten the bend at each end of the top bow 'B' as shown in Diagram I.
- III. A piece of 3" x 2" should be cut to a length of $4\frac{1}{4}$ " and inserted between the cant rail plates 'A' in order to maintain $4\frac{1}{4}$ " between points 'Y'.
- IV. Using a body jack or sash cramp located at points 'X' (end of fluting on bow) on both ends of main top bow 'B', pull in on bow in order to give a maximum clearance of $5/16$ " between the convertible top and the cockpit moulding lip.
- V. It must be emphasized that the top bow 'B' and the head should be centralized before measuring the $5/16$ " clearance at the moulding lip.
- VI. Refit wooden cant rail 'C'
- VII. Erect hood to check operation

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Norman Nock of British Car Specialists in Stockton has sent over copies of various BMC service bulletins. We'll reproduce them for you as space permits.

