

Oil Pan - Aluminum

C:\British Cars\Austin Healey\Tech\A - Engine\Oil,Filters,etc\Oil pan-Aluminum.doc

Thoughts On Aluminium Sumps

Re: [Healeys] I'm baaaaaaaaaaaaack ...
From: Bob Spidell <bspidell@comcast.net>
To: Healeys
Date: 2016-07-10 at 8:28 PM

This is sort of the ubiquitous 'test' messages; I got bumped off this list for some reason--I'm not THAT ednoxious--and I just now started to receive recent messages so I hope to stay.

And now, a question: What's the List **take on aluminium sumps**? They sound like a good, easily-reversible mod and my steel pan has taken it's lumps (dents, actually). Any cooling effect would be an added, though probably subjective, bonus. But, I'm concerned that, were I to high-center the pan somehow or hit a rock, the pan could fracture where a steel pan might just get another dent. Anyone have this happen to them? DW sells a 'low-profile' pan that might all but eliminate that risk, but might also reduce capacity. Anyone got an Al pan? What's your take?

TIA, --Bob

Aluminum oil pan vs pump - fitting

Re: [Healeys] aluminum oil pan
Date: Friday, November 26, 2010 4:40 PM
From: "Wayne Schultz" <waschu2@gmail.com>
To: healeys@autox.team.net

Hello, Thanks for all the input from the group concerning my oil sump not fitting. It seems as though others have had the same problem with the aluminum pan hitting the corner of the oil pump. My oil pan came from AH Spares in England. They have been great and trial fitted a replacement pan to a block that had the oil pump installed and verified that there was clearance. They are shipping that pan to me. Since other people are having the same problem these pans are probably from the same source and supply to AH Spares, Moss etc. If the maker would offset the hole pattern slightly to one side this would probably take care of the problem as the mounting flange is pretty wide.

-- Wayne

Re: [Healeys] aluminum oil pan
Date: Friday, November 26, 2010 2:10 PM
From: "Charlie O'Connors" <charlieoc@comcast.net>
To: ""Wayne Schultz" <waschu2@gmail.com>, healeys@autox.team.net

The instructions that came with the aluminum oil pan I purchased from Moss said to cut the tube connecting the screen pickup to the pump 1/2 inch. Did as instructed and the oil pan fits fine.

--Charlie

Re: [Healeys] aluminum oil pan
Date: Friday, November 26, 2010 1:54 PM
From: "Dave Porter" <frogeye@porterscustom.com>
To: ""PG" <britishcars@shaw.ca>, "Wayne Schultz" <waschu2@gmail.com>, healeys@autox.team.net

On the Moss combo, the pan's inside edge contacts the pump's outside edge.. Nothing to do with the pick up.

--Dave

"PG" <britishcars@shaw.ca> wrote: << NOTE: I fitted an ALI oil pan from Denis Welch a couple of years ago..... >>

Re: [Healeys] aluminum oil pan
Date: Friday, November 26, 2010 10:54 AM
From: "PG" <britishcars@shaw.ca>
To: ""Dave Porter" <frogeye@porterscustom.com>, "Wayne Schultz" <waschu2@gmail.com>, healeys@autox.team.net

NOTE: I fitted an ALI oil pan from Denis Welch a couple of years ago. The instructions for the pan specifically stated that the sump pick-up had to be shortened by about .5" or the pan would not fit. To achieve this, I needed to cut the .5" from the tube that connects the screened pickup to the pump.

--Paul

Re: [Healeys] aluminum oil pan
Date: Friday, November 26, 2010 9:28 AM
From: "Dave Porter" <frogeye@porterscustom.com>
To: ""Wayne Schultz" <waschu2@gmail.com>, healeys@autox.team.net

Yes... The Moss supplied Al sump pan and the Moss supplied oil pump won't fit. I've waited about a year for an answer from their tech dept.

--Dave

Re: [Healeys] aluminum oil pan
Date: Friday, November 26, 2010 9:17 AM
From: "Wayne Schultz" <waschu2@gmail.com>
To: healeys@autox.team.net

Hi; I am having trouble fitting an after market aluminum oil pan to a 3000 engine. The inside of the oil pan is hitting the corner of the oil pump preventing the bolts from lining up with the block. Has anyone seen this before? If I removed about 1/8 " or so from the corner of the pump I could probably get the pan to fit.

Thanks -- Wayne

100 with DW aluminum sump -recalibrate dipstick?

Re: [Healeys] Fw: AW: 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 10:14 PM
From: "Rich C" <richchrysler@quickclie.net>
To: "robert westcott" <55healey@comcast.net>, healeys@autox.team.net

Robert, That's a full 5/8" less than the measurement I got. That seems strange. You sure your dipstick tube is full original length?

--Rich

robert westcott wrote :<< Thanks Rich, I just measured the depth of my new aluminum pan. The length from the bottom of the sump to the top of the dipstick tube was 13 1/8" or 33 cm. >>

Re: [Healeys] Fw: AW: 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 8:17 PM
From: "robert westcott" <55healey@comcast.net>
To: "Rich C" <richchrysler@quickclie.net>, healeys@autox.team.net

Thanks Rich, I just measured the depth of my new aluminum pan. The length from the bottom of the sump to the top of the dipstick tube was 13 1/8" or 33 cm.

--Rob

Rich Chrysler wrote: << Thomas, et al, I just took two measurements on a stock Hundred engine and >>

Re: [Healeys] 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 8:09 PM
From: "robert westcott" <55healey@comcast.net>
To: "T+ B Willig" <willig@wt.net.de>, healeys@autox.team.net

Thomas, I replaced the leaking original oil sump pan on my 100 last spring with one of the beautiful finned aluminum pans. The overall outside dimensions are similar however as you have noticed, the casting is about 1/2" thick resulting in a shallower inside depth of the pan. I had to shorten the thickness of the oil strainer as well to get the new pan to fit. I agree that the oil level seemed to come up too high when I refilled the crankcase with my usual amount of oil. It was suggested that overfilling would not cause a great problem as the extra oil would just leak out. This does not inspire great confidence. I am running the car about 1/2 quart low and keeping a close eye on it.

--Rob

T+ B Willig wrote: << I have fitted a DW alum sump to my 100 and I wonder if I have to recalibrate the oils dipstick. Is that necessary? >>

Re: [Healeys] Fw: AW: 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 5:52 PM
From: "Rich C" <richchrysler@quickclie.net>
To: healeys@autox.team.net

Thomas, et al, I just took two measurements on a stock Hundred engine and have found the following:

- total depth of stock undamaged oil pan 5 3/16" or 13.3 CM

- length from bottom of oil sump to top of dipstick tube 13 3/4" or 35 CM

Hope this helps, --Rich Chrysler

"T+ B Willig" <willig@wt.net.de> wrote: << Rich, the sump for the hundred came exactly with the same instructions. In view of this I am afraid to fill the same amount of oil as used for the steel sump into the alu sump. The question is, what is the actual oil level in the steel sump in comparison to the bottom of the block? Maybe someone with a steel sump could measure the distance from the bottom of the sump to the end of the dipstick tube? >>

Re: [Healeys] 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 3:43 PM
From: "Oudesluijs" <coudesluijs@chello.nl>
To: "T+ B Willig" <willig@wt.net.de>, Healeys@autox.team.net

Hmmm, Imperial liters or US liters are the same. However there is a difference in Imperial or US gallons, 1 imperial gallon is about 1,2 US gallon.

Cheers, --Kees Oudesluijs NL

Chris Dimmock wrote:<<And remember that US litres aren't Imperial litres. And make sure your oil filter is full. >>

Re: [Healeys] 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 3:34 PM
From: "Oudesluijs" <coudesluijs@chello.nl>
To: "T+ B Willig" <willig@wtnet.de>, healeys@autox.team.net

Do not modify the dip stick or tube. The oil level compared to the crankshaft and/or oil pump should remain the same. You may have to fill up with more or less oil but keep the level as before so the recommended quantity of oil to fill up has now become invalid.

--Kees Oudesluijs NL

T+ B Willig schreef: << I have fitted a DW alum sump to my 100 and I wonder if I have to recalibrate the oils dipstick. Is that necessary? >>

Re: [Healeys] 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 11:15 AM
From: "Rich C" <richchrysler@quickclie.net>
To: "T+ B Willig" <willig@wtnet.de>, "Chris Dimmock" <austin.healey@gmail.com>, Healeys@autox.team.net

I have no experience with the DW alloy sump for the Hundred, but I recently fitted one to a 3000. It was accompanied by a note stating that careful removal of 1/4" of material is needed on the bottom of the oil pump pick up tube, as the thickness of the bottom of the pan comes closer to the pick up. They state the screen will be almost on the bottom and this clearance will ensure adequate oil flow clearance. I was not impressed by having to mess around with this. Therefore it would seem that the bottom inside surface of the alloy sump is marginally shallower than stock.

--Rich Chrysler

"T+ B Willig" <willig@wtnet.de>wrote: << Chris, Denis did not mention this topic in his instruction sheet...I might be a bit too cautious, but >>

Re: [Healeys] 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 10:43 AM
From: "T+ B Willig" <willig@wtnet.de>
To: "Chris Dimmock" <austin.healey@gmail.com>, Healeys@autox.team.net

Chris, Denis did not mention this topic in his instruction sheet...I might be a bit too cautious, but as the wall thicknesses of the alu sump are far bigger than of the pressed steel, original, sump, I fear that the oil level gets too high in the sump (?), causing the crank to foam up the oil. Should I reduce the oil quantity??

--Thomas

-----Urspr|ngliche Nachricht-----

Von: Chris Dimmock [mailto:austin.healey@gmail.com]
Gesendet: Sonntag, 14. Mdrz 2010 15:00
An: T+ B Willig
Betreff: Re: [Healeys] 100 with DW aluminum sump-

Nah. Thomas. Denis already thought of that, if any of his other much more complex products are any guide; and he didn't tell you otherwise in his instructions. Otherwise, put the prescribed amount of oil in your old sump; then pour it into your engine and check the dipstick. And remember that US litres aren't Imperial litres. And make sure your oil filter is full.

--Chris www.myaustinhealey.com

Re: [Healeys] Fwd: 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 10:14 AM
From: "warthodson@aol.com" <warthodson@aol.com>
To: healeys@autox.team.net

Simply begin refilling it & check the level frequently as you fill. When the dip stick reads full, stop. You may have to add a few quarts, give them adequate time to drain down into the sump, then check the level. Continue doing this until full.

--Gary Hodson

Re: [Healeys] 100 with DW aluminum sump-
Date: Sunday, March 14, 2010 9:49 AM
From: "T+ B Willig" <willig@wtnet.de>
To: healeys@autox.team.net

I have fitted a DW alum sump to my 100 and I wonder if I have to recalibrate the oils dipstick. Is that necessary? What did other owners do? I am afraid that I am going to overfill the sump, if I add the recommended quantity of engine oil. Your advise is urgently needed.

--Thomas Willig

Torque Sequence & Gasket

Re: [Healeys] new oil pan

Date: Tuesday, July 14, 2009 7:10 PM

From: "Greg Lemon" <glemon@neb.rr.com>

To: "robert westcott" <55healey@comcast.net>, "Bob Spidell" <bspidell@comcast.net>, healeys@autox.team.net

The oil strainers on the 100 motor is quite prone to getting squished, I tried to find a used one, but they were all squished and broken. Some of the new ones do not fit, they curl they lip on the bottom down and it hits the pan when you try to install it. I got a well made one from the Nocks at Brit Car Specialists. If a piece or pieces of metal falls off your engine and into the sump the screen could be all that saves your motor from an expansive rebuild, I would not consider putting a broken oil strainer screen on a motor or leaving it off altogether.

--Greg Lemon

Re: [Healeys] new oil pan

Date: Tuesday, July 14, 2009 2:54 PM

From: "robert westcott" <55healey@comcast.net>

To: "Bob Spidell" <bspidell@comcast.net>, healeys@autox.team.net

Thanks Bob, The pan bolts were just a little more than hand tightened and the seal wasn't leaking. Bad news is the box shaped "Oil strainer" is really hammered, the screens have torn and the bottom is loose. Who knows how long that thing has been rattling around in there. Do I really need the thing? Do I have to find a replacement, there isn't much left to braze back together again. Looks like the same hammer mechanic that worked the pan over did his magic on this as well. I was wondering if I could just leave this thing off, I haven't used chunky oil for 8 years. Thanks for the information on re-torquing the bolts, the gasket is regular gasket material, not cork. The bolts are 1/4" fine (1/16" heads). I need to figure out what to do with the oil strainer before I get to bolt it back up.

--Rob

Bob Spidell wrote: << Generally, unless a specific pattern is known, torque from the inner to the outer, >>

Re: [Healeys] new oil pan

Date: Tuesday, July 14, 2009 12:28 PM

From: "Bob Spidell" <bspidell@comcast.net>

To: "robert westcott" <55healey@comcast.net>, healeys@autox.team.net

Neglected to add that if you do use a cork gasket, you probably can't torque to the recommended setting for the bolt--you'll just squash the gasket. In this case, torque in sequence 'to feel' (e.g. 'snug').

--bs

Re: [Healeys] new oil pan

Date: Tuesday, July 14, 2009 12:01 PM

From: "Bob Spidell" <bspidell@comcast.net>

To: "robert westcott" <55healey@comcast.net>, healeys@autox.team.net

Generally, unless a specific pattern is known, torque from the inner to the outer, alternating sides, in two or three steps (e.g. if the final torque is 25ft-lbs, torque all in sequence to 15 or 20ft-lbs, then final torque to 25). The torque will depend on the type and size of bolt; e.g. 3/8" fine should be torqued to about 30-35ft-lbs (somewhat less if you oil the bolts). I think the bolts on the pan are smaller, so figure out what size bolt you have and look up the setting in a torque table (google 'torque table'). If you're going to use a cork gasket, I like to 'glue' one side in place with 3M yellow snot, then put a small bead of blue RTV on the other (this works well for me for valve cover gaskets). If you're going to go gasketless, I like 'Right Stuff' (expensive, but since you probably just spent north of \$400 on the Al pan ...).

--bs

Re: [Healeys] new oil pan

Date: Tuesday, July 14, 2009 11:49 AM

From: "robert westcott" <55healey@comcast.net>

To: healeys@autox.team.net

I am just ready to install a new aluminum oil pan on the 100. I wonder if there is a sequence for tightening the bolts and what I should torque them too. Any opinions on gasket sealer?

Thanks, --Rob

Aluminum Oil Pan & High Pressures

To: Healeys@autox.team.net
Date: Mon, 27 Aug 2007 23:31:08 -0400
From: healeybn4@aol.com
Subject: Re: [Healeys] Aluminum oil pan/sump

Thank you to all those who replied to my high oil pressure problem. Bob Bender hit the problem right on the head! The oil return from the pressure relief valve was blocked and restricted by excess gasket cement. The new gasket has been installed minimal cement around the notch in the gasket, for the whole in the block for oil return. My oil pressure is the best it has ever been on warm up, at 48 degrees with the new aluminum sump and Valvoline VR1 20W - 50 racing oil. Happy ending! Thanks, -
--Pete Sturtevant

From: "Robert Bender" <rbender1@berkshire.rr.com>
To: healeys@autox.team.net
Date: Tue, 14 Aug 2007 21:36:02 -0400
Subject: [Healeys] Aluminum oil pan/sump

Hey Pete, Something else you might want to check - There is a notch in the pan gasket, that the oil travels in to get back in the pan from the oil pressure relief valve. As the valve is pushed back, the oil travels to the pan via this groove. If you installed the gasket with any gasket compound, make sure you didn't block this passageway with compound. What happens, is the oil will build up behind the valve rendering it immovable, therefore not relieving the pressure.....ask me how I know.

--Bob Bender

Pete Sturtevant wrote: << I installed an aluminum oil pan/sump on my 100-6 which was sourced through Moss, ... >>

From: "David Nock" <healeydoc@sbcglobal.net>
Date: Tue, 14 Aug 2007 08:28:52 -0700
To: "Alan Seigrist" <healey.nut@gmail.com>, Healeys@autox.team.net, ptr.sturtevant@covidien.com
Subject: Re: [Healeys] Aluminum oil pan/sump

Did you check the length of the oil relief valve pipe. It usually needs to be shortened to clear the oil pan.

--David Nock, British Car Specialists Stockton Ca 95205 209-948-8767 www.britishcarspecialists.com

Pete Sturtevant wrote: << I installed an aluminum oil pan/sump on my 100-6 which was sourced through Moss, ... >>

Date: Tue, 14 Aug 2007 13:33:23 +0800
From: "Alan Seigrist" <healey.nut@gmail.com>
To: "healeybn4@aol.com" <healeybn4@aol.com>, Healeys@autox.team.net, ptr.sturtevant@covidien.com
Subject: Re: [Healeys] Aluminum oil pan/sump

At that pressure oil should be squirting out of the rocker when the engine is running. Take the rocker cover off and see if oil is squirting everywhere. If oil flow is normal, then I would have a look at your gauge. Your oil sump should have nothing to do with this, unless for some reason the pan is binding on the pump?

Pete Sturtevant wrote: << I installed an aluminum oil pan/sump on my 100-6 which was sourced through Moss, ... >>

From: "richard mayor" <mayorrichard@hotmail.com>
To: healeys@autox.team.net
Date: Tue, 14 Aug 2007 05:11:19 +0000
Subject: [Healeys] High oil pressure/aluminum sump

Hi Listers: Most extremely high oil pressure problems that I have seen are due to problems with the oil pressure relief valve. The "bullet" or whatever you call it can be incorrectly sized. That is, the skirt can be too long which does not allow the oil to get behind it to get into the bypass passage. Therefore, you will always have way too much oil pressure. This is just one more case of replacement parts for our Healeys being "made in ??????". The message here is : before replacing your old relief valve, compare the new one with the old. Hope this helps with your problem.

--Richard Mayor

From: "Rich C" <richchrysler@quickclic.net>
To: Healeys@autox.team.net, ptr.sturtevant@covidien.com, healeybn4@aol.com
Date: Mon, 13 Aug 2007 23:47:09 -0400
Subject: Re: [Healeys] Aluminum oil pan/sump

Pete, I had a car here that upon start up had similar high oil pressure readings. Turned out to be an air pocket in the oil line to the gauge.

--Rich Chrysler

To: Healeys@autox.team.net, ptr.sturtevant@covidien.com
Date: Mon, 13 Aug 2007 17:57:18 -0400
From: healeybn4@aol.com
Subject: [Healeys] Aluminum oil pan/sump

I installed an aluminum oil pan/sump on my 100-6 which was sourced through Moss, but was from AH Spares. I removed the 1/4 inch of the oil pipe as instructed and re-installed the oil screen on the bottom of the oil pump. My oil pressure skyrocketed to 100 psi at start up, and idles at 50 when warm, but goes up to over 100 with any acceleration. I have removed and checked the pressure relief valve and everything seems fine. I have checked with a different pressure gauge and everything still the same. I have removed the pan and rechecked everything on the oil pump and found no blockage and re-installed with new gaskets, oil, and oil filter. Nothing has improved. The engine is running great, but I am very concerned with the pressure reading and have not driven the car. Any ideas on what I should try next? Has anyone else experienced a similar problem with aluminum oil pans? Help!???

Cheers, --Pete Sturtevant

Question on Denis Welsh Aluminum Sump Install

- **To:** "Dave & Marlene" <rusd@velocitus.net>, "Healey List" <healeys@autox.team.net>
- **Subject:** RE: Question on Denis Welsh Aluminum Sump Install
- **From:** "Ron Davies" <rdavies1@cox.net>
- **Date:** Mon, 25 Apr 2005 16:18:33 -0700

Interesting. They shorted me four bolts but I waited for them to send them before proceeding.

--Ron 67 BJ8

Dave & Marlene <rusd@velocitus.net> wrote: << On mine, they did not supply all of the new bolts which were required & I had to reuse a few of the old ones. I have never gotten anything from DW that didn't require rework before it fit, with the exception of an aluminum cylinder head. The final result is always good, just not as easy as they let on. The sump holds about a quart less than the standard one. Go by the original dipstick marks. >>

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- To: rusd@velocity.net, healeys@autox.team.net
 - Subject: Re: Question on Denis Welsh Aluminum Sump Install
 - From: GSFuqua1@aol.com
 - Date: Sun, 24 Apr 2005 22:12:11 EDT

Interesting that DW didn't take the same approach that Moss does. I recently installed one of their sumps on a 60 BT7. They sent instructions that said to remove the screen, shorten the pickup pipe by 1/4 inch as well as the rear drain tube. Putting that sucker on it a two man job in my opinion. I just couldn't hold it and get bolts started too!

Cheers & good luck,

--Gary Fuqua Branson, MO

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- To: Healey List <healeys@autox.team.net>
 - Subject: Question on Denis Welsh Aluminum Sump Install
 - From: Dave & Marlene <rusd@velocity.net>
 - Date: Sun, 24 Apr 2005 19:41:19 -0600

Hi Jim, Although my experience was with a BN2, the dimensions & problems are all similar. I too, questioned Their method. They assured me that the metal strainer would just flatten out against the bottom of the sump if it was "squished" sufficiently. Such a "crude method was out of the question for me.

I shortened the pickup pipe by the prescribed amount & to original contour, removed the strainer by breaking the spot welds, cut 1/4" off the strainer, spot braised the strainer back to it's upper & lower flanges.

If you don't shorten the rear drain tube it will foul the horizontal rear pan baffle. I couldn't see any real use for the horizontal rear baffle, so just left it out. Didn't shorten the tube. I think the horizontal baffles are intended to function as a "windage tray", but in my opinion, they are too far from the crankshaft to accomplish very much. The shortened tube dumping onto the top of the baffle seems silly anyway.

The sump is a real "handfull" to get back into place & the bolts started. Proceed very carefully & make sure that everything, clears, & fits. On mine, they did not supply all of the new bolts which were required & I had to reuse a few of the old ones.

I have never gotten anything from DW that didn't require rework before it fit, with the exception of an aluminum cylinder head. The final result is always good, just not as easy as they let on. The sump holds about a quart less than the standard one. Go by the original dipstick marks.

Good luck, --Dave Russell BN2

James Sailer wrote: << I purchased an aluminum sump and baffle from DW several months ago and am just installing it but I have a question. >>

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- To : Healey List <healeys@autox.team.net>
 - Subject : Question on Denis Welsh Aluminum Sump Install
 - From : James Sailer <heliskier@direcway.com>
 - Date : Sun, 24 Apr 2005 18:24:50 -0600

Hi all .. The DW e-mail just rejects all e-mail so I thought I would try the list before I call ...

I purchased an aluminum sump and baffle from DW several months ago and am just installing it but I have a question.

They refer to filing the oil pump pickup pipe inside the "gauze" approximately 1/8 inch .. And the gauze will flatten out ..??

I want to check that by gauze they mean the metal "stainer" (as referred to in the manual)... I also wanted to check that indeed just letting the installation of the sump smash the stainer up almost 1/4 inch is what is meant to happen?

My clearance is 4 inches to the bottom of the pickup bracket (from the block to where the flange attached to the strainer) .. Then the stainer adds another 1 3/4 inches ... Making a total of 5 3/4 inches .. The sump is 5 1/2 inches .. With I suppose an 1/16 added by the gasket ... So the strainer gets flattened during installation against the bottom of the sump and pushes up 1/4 inch?

I wanted to check before I do this as it seems like there will be a lot of stain on the pump pickup by smashing the strainer this way.

Also.. They say to remove the oil drain pipe at the rear main or shorten it (it will hit the baffle) Does the oil drain pipe at the rear main simply screw out? Is it better to shorten this than leave it out totally?

Any thoughts or expeirence would be useful..

Thanks. --Jim Sailer 66 BJ8

AH Spares Alum Sump

From: "Ron Davies" <rdavies1@cox.net>
To: "Tracy Drummond" <bighealey@charter.net>, "Healeys" <healeys@autox.team.net>
Subject: RE: BJ8-General
Date: Tue, 14 Oct 2003 12:27:44 -0700

Don't tease me :(It couldn't have been that easy unless I got a Beta version. The instructions said to shorten the uptake tube inside/behind the gauze screen which is attached to the pump. Also, to remove the overflow tube. I didn't need to do that. I even called AH Spares in England to confirm the instructions. Seemed like a lot of work, and it was.

They said that the gauze (metal mesh) needed to be squashed half an inch or so at assembly so you needed to shorten the uptake the same. This is because the aluminum is thicker but has the same ground clearance as the metal one. In order to do that you need to disassemble the pump. Instructions said nothing about not leaving the pump off overnight or packing it with vasoline at assembly to aid in priming it, because that is apparently obvious to others with experience. I wasn't about to unbolt the unit to prime it again. Ended up taking the tube for the oil gauge off the side of the block and injecting oil. That primed the pump but let the oil out of the gauge line. Then I had to bleed the gauge to get it to work. What a pain. Looks nice now and doesn't seem to leak as much as the old one that had JB weld across the whole front end of the pan. I was really lucky. The List and a guy with a 55 Chevy walked me through it. This list is the best!

--Ron

Tracy Drummond [mailto:bighealey@charter.net] wrote: << Ron, I bolted mine right on without modification to anything. Its been on there for a few thousand miles so it must be ok. Your spooking me bro. >>

From: "Tracy Drummond" <bighealey@charter.net>
Subject: Re: BJ8-General
To: "Ron Davies" <rdavies1@cox.net>, "Charlie Frazer" <cfrazer@ballmer.uoregon.edu>, "Healeys" <healeys@autox.team.net>
Date: Tue, 14 Oct 2003 14:09:16 -0400

Ron, I bolted mine right on without modification to anything. Its been on there for a few thousand miles so it must be ok. Your spooking me bro.

--Tracy

"Ron Davies" <rdavies1@cox.net> wrote: << Charlie: I bought an Aluminum sump from AH Spares and although it's working fine and I'm happy with their service and support, it is a project. Do a search on the list for comments I made especially about priming the pump at reassembly. It is not a bolt-off bolt-on replacement because one tube needs shortening and one is removed. Do it while the car in up on a rack and save your knuckles and back. >>

From: "Ron Davies" <rdavies1@cox.net>
To: "Charlie Frazer" <cfrazer@ballmer.uoregon.edu>, "Healeys" <healeys@autox.team.net>
Subject: RE: BJ8-General
Date: Tue, 14 Oct 2003 07:20:36 -0700

Charlie: I bought an **Aluminum sump** from AH Spares and although it's working fine and I'm happy with their service and support, it is a project. Do a search on the list for comments I made especially about priming the pump at reassembly. It is not a bolt-off bolt-on replacement because one tube needs shortening and one is removed. Do it while the car in up on a rack and save your knuckles and back. I bought the Moss interior kit (they said it was the one from England) and it looks great. Same for the top. Both were professionally installed and worth the price. I did the trunk myself (Moss again) and it looks great. Where are you located?

--Ron 67 BJ8

"Charlie Frazer" <cfrazer@ballmer.uoregon.edu> wrote: << Hello, I'm new to the list, and I apologize if I'm raising questions that are redundant or obvious, but I'd be grateful for your advice. I recently bought a BJ8, a car I wasn't smart enough to keep when I owned one in 1968. The car I bought is in Oregon, rust-free, but stored 10 years and in need of rehabilitation and paint. The mechanicals seem to be OK. I'm going to spend a lot of money on this restoration. >>

Date: Mon, 13 Oct 2003 15:38:02 +0100
To: "Tracy Drummond" <bighealey@charter.net>"Charlie Frazer" <cfrazer@ballmer.uoregon.edu>, healeys@autox.team.net
From: "Alan F Cross" <alanx@proaxis.demon.co.uk>
Subject: Re: **BJ8-General**

Tracy Drummond <bighealey@charter.net> writes: << Try AH Spares of England. Their allow sump was less than half the price you mentioned and is identical to the ones carried here in the US. While I was at it I ordered some other assorted parts to make the shipping seem more reasonable. I believe their email address is the same still. ahspares@dial.pipex.com >>

If you're looking for AH Spares, their web address is on our Club web site (on the Links page). A well illustrated site, in my opinion. I wish Cape would illustrate their on-line catalogue as well - would save a few emails and phone calls! We list quite a few UK suppliers' web sites on the page, so it's worth a look.

-- Alan F Cross (H-BJ8-L/41672 aka "Ginny")

Webmaster for the UK's national Austin Healey Club at: <http://www.austin-healey-club.com>

Date: Mon, 13 Oct 2003 05:51:28 -0700
From: "Tracy Drummond" <bighealey@charter.net>
To: "Charlie Frazer" <cfrazer@ballmer.uoregon.edu> healeys@autox.team.net
Subject: Re: **BJ8-General**

Try AH Spares of England. Their allow sump was less than half the price you mentioned and is identical to the ones carried here in the US. While I was at it I ordered some other assorted parts to make the shipping seem more reasonable. I believe their email address is the same still. ahspares@dial.pipex.com

--Tracy

"Charlie Frazer" <cfrazer@ballmer.uoregon.edu> wrote: << Hello, I'm new to the list, and I apologize if I'm raising questions that are redundant or obvious, but I'd be grateful for your advice. I recently bought a BJ8, a car I wasn't smart enough to keep when I owned one in 1968. The car I bought is in Oregon, rust-free, but stored 10 years and in need of rehabilitation and paint. The mechanicals seem to be OK. I'm going to spend a lot of money on this restoration. >>

From: "Bob Spidell" <bspidell@pacbell.net>
To: "healeylist" <healeys@autox.team.net>
Subject: Re: **BJ8-General**
Date: Sun, 12 Oct 2003 17:15:38 -0700

Here's a few pointers:

http://www.healeyhaven.com/	http://www.hendrixwirewheel.com/
http://www.victoriabritish.com/	http://www.heritagetrim.com/
http://www.angloparts.be/site/home/SiteHome.po?	http://www.macgregorukcarparts.com/
http://www.cape-international.com/home.htm	http://home.att.net/~putzkes_fahrspass/
http://fp.bighealey.f9.co.uk/	http://www.sumidel.com/
http://www.britishcarspecialists.com/	http://www.thebpc.com/
http://www.britishmiles.com/	http://www.lbcarco.com/
http://www.burlen.co.uk/	http://www.ukhealey.co.uk/
http://www.bighealey.co.uk/	http://www.mailbag.com/users/nosimport/
http://www.dmdaustralia.com.au/	http://www.vintageautomotive.com/
http://www.europaspares.com/	

Bob Spidell San Jose, CA bspidell@pacbell.net
'67 Austin-Healey 3000 '56 Austin-Healey 100M

From: "Classic-Car-World Ltd" <enquiries@classic-car-world.co.uk>
To: "Charlie Frazer" <cfrazer@ballmer.uoregon.edu>, healeys@autox.team.net
Subject: Re: **BJ8-General**
Date: Sun, 12 Oct 2003 09:55:56 +0100

Hi Charlie, if you do a search on our site at www.classic-car-world.com for Austin Healey as a make under the Trader section this should return you a comprehensive list of suppliers who cater for Healeys.

Kindest regards, --Tom McCay

Classic-Car-World Ltd

Tel: 01522 888178 Fax: 0870 7059115 E-mail: enquiries@classic-car-world.com URL: <http://www.classic-car-world.com>

Date: Sun, 12 Oct 2003 01:10:11 -0700
Subject: **BJ8-General**
From: "Charlie Frazer" <cfrazer@ballmer.uoregon.edu>
To: healeys@autox.team.net

Hello, I'm new to the list, and I apologize if I'm raising questions that are redundant or obvious, but I'd be grateful for your advice. I recently bought a BJ8, a car I wasn't smart enough to keep when I owned one in 1968. The car I bought is in Oregon, rust-free, but stored 10 years and in need of rehabilitation and paint. The mechanicals seem to be OK. I'm going to spend a lot of money on this restoration.

- ❖ Who should I look to for parts, beyond Moss Motors?
- ❖ Is it possible to find a **replacement oil pan** other than the \$400 aluminum alternative offered by Moss?
- ❖ Who supplies the best A-H interior kits?

I'm not new to British cars, I have an MGB and a TR-6, but I haven't redone a big Healey. I'd be grateful for any general advice anyone has on restoring an 1996 A-H BJ-8. Thank you for your suggestions and advice.

--Charlie

Different Aluminum Sumps Recap

Date: Sun, 22 Jun 2003 15:47:31 -0700
Subject: **Different Aluminum Sumps Recap**-for archives
From: "Steve Gerow" <sgerow@singular.com>
To: "Healeys" <healeys@autox.team.net>

Here's what Ron Davies and I found : There are **at least two aluminum sumps** out there:

1) The one I bought is 6 ½ " total height from flange surface to top of ribs and hangs below the frame rails approximately ¾ " and requires no modifications to fit. Mine came from British Parts Northwest. It has a rough sand-cast appearance, with relatively crude cleanup with a grinder. No polishing per-se. Welded-in aluminum baffles.

2) Ron's, from AH Spares, is 6 1/8 " deep, is that much less vulnerable, and requires some minor tweaking for installation. From what Ron says, it has a similar relatively crude appearance.

Ron's notes:

Steve: I wanted to let you know that on my sump you do not need to remove the rear drain pipe as long as you vigorously polish out the concavity at the rear of the sump provided for the pipe. Reducing it a couple of mm works fine. It "just" fits if you install it rear first then lift the front. I shortened the small overpressure valve's overflow pipe an inch but I'm not even sure that needed to be done. Key point to learn from all of this is that you need to pack the pump gears (with vasoline?) at reassembly to help with the priming. Disconnecting the oil pressure line at the block and injecting oil is no fun.

-- Steve Gerow Pasadena CA 59 BN6

Aluminum sump installation BJ8

From: "Ron Davies" <rdavies1@cox.net>
To: "Roland Wilhelmy" <rwil@sbcglobal.net>, "Healeys" <healeys@autox.team.net>
Subject: RE: no oil pressure after installing new sump!!
Date: Sat, 21 Jun 2003 19:09:17 -0700

OK, I reinstalled the old overpressure valve and still no pressure at the gauge upon cranking. I removed the steering wheel, cut a wrench in half and got under the dash to slightly loosen the fitting on the oil pressure gauge. I cranked the engine over and out came oil in just a few seconds. I tightened it again and got up to see if I had pressure. YES!

Foolishly I put everything back together and started her up. She ran right away with a wildly vibrating and fluctuating oil pressure needle between 60-80. I guess I still have air in the oil pressure gauge tube? Progress is measured in inches. I need an advil. Thanks everybody for all the help and encouragement :-) I see the light at the end of the tunnel.

--Ron 67 BJ8

Yes, bleeding the gauge is a good idea. Other listees have given you the directions. Since the oil is under more than 40 psi, you don't need to loosen the connection much.

Date: Sat, 21 Jun 2003 16:13:18 -0600
From: "Dave & Marlene" <rusd@velocitus.net>
To: rdavies1@cox.net, "healeys@autox.team.net" <healeys@autox.team.net>
Subject: Re: no oil pressure after installing new sump!!

Ron, It is possible for a tight valve, & yours appears to be very tight, to stick open (not seated) which would give zero pressure. You could try tapping the plunger in with a wooden dowel to make sure that it is seated. If the valve is truly THAT tight I would work on getting it freed up. Working it in-out by wedging a wooden handle into it & using some solvent or penetrating oil. You can also slightly polish the OD with 400 sandpaper to remove any burrs. Sounds like the old valve was tight also.

You could have the wrong new valve. There are two types - one for the fours & one for the sixes. The six valve should have the diameter of the body reduced in diameter for a short distance back from the nose. The valve body for the four is full diameter all of the way to the nose. I only mention this because if the original valve had the reduced diameter & the new one doesn't - There could be varnish build up which is binding the new (incorrect) valve. If this is the case you should get the correct reduced body diameter valve.

Increasing the oil level by overfilling would not raise the pressure a significant amount. Probably no more than one quarter psi. Best bet is to rig up a funnel & pour oil down the disconnected gauge line. It will be slow.

--Dave Russell

Ron Davies wrote: << However, even if it was sticking, it's an overpressure valve so wouldn't it just get too high of a pressure, not "0" pressure? What about seriously overfilling with oil (10-12qts) hoping for the "seep into the pump" theory, getting "some" pressure then draining out the excess oil? Any logic in that? Thx Ron >>

From: "Ron Davies" <rdavies1@cox.net>
To: SJNNOCK@aol.com, "Healeys" <healeys@autox.team.net>
Subject: RE: no oil pressure after installing new sump!!
Date: Sat, 21 Jun 2003 14:25:02 -0700

Norman: Yes it's gear type as seen on page AAA.1 Issue 4 of the workshop manual you sold me. When I removed the lower plate (pick up) the driven gear and the drive gear spindle with drive gear both slowly dropped out. The drive gear never came off the drive gear spindle but would move up and down a short distance. I noticed that the drive gear spindle had a notch at the top that I could see fitted into a protrusion in the upper part of the pump. If I didn't get the notch and protrusion to fit properly then it wouldn't reassemble. I remember that after I set them both back up and before I bolted on the lower assembly I tried to see if it would turn by hand and they wouldn't so I assumed everything was back in order since it was flush. Was that a good thing or a bad thing? I have now tried to prime the pump by injecting 60cc (until it overflowed) into the block where the oil pressure gauge comes out but that still didn't give me any pressure at the gauge.

Thx, --Ron

SJNNOCK@aol.com wrote: << Ron. Do you have a gear oil pump? If so, did you take out the two gears? If so, did you replace the key that drives the gear? Pump will not turn, NO PRESSURE >>

From: "Ron Davies" <rdavies1@cox.net>
To: "Roland Wilhelmy" <rwil@sbcglobal.net>, "Healeys" <healeys@autox.team.net>
Subject: RE: no oil pressure after installing new sump!!
Date: Sat, 21 Jun 2003 14:09:30 -0700

Roland: I removed the plugs and I undid the connection on the block and removed the adapter as you suggested. I put in 60cc or 6oz until it back flowed out. Reattached the lines, let it off the stands so the car was level, hit the starter for 10 seconds and no pressure. Tried another 10 seconds and no pressure.

I looked even more carefully at the original spring/pressure valve and could see that the spring had been cut and the back side of the valve looked like it had been modified also, very rough. There is a section on the front of the valve that is shiny. I'm through getting under the car for today.

How long can you safely crank the engine with the plugs out? Also, the oil pressure tube ID is very small and I'd think it would take some time for the oil to get to the gauge. Are you supposed to "bleed" it? Is there any other way to check to see if I'm getting oil pressure (ie gauge faulty)?

Thx, --Ron 7 BJ8

"Roland Wilhelmy" <rwil@sbcglobal.net> wrote: << Here's how I made sure that a new engine's pump was primed: undo the connection on the block where the small pipe goes to the oil pressure gauge. Left hand side if I remember right. You may need to remove the adapter piece if you don't have a small enough syringe to add oil. You fill up the oil passages in the block pouring the oil into the hole left there when you undo the pipe. I used a child's ear syringe, but you have access to other tools. I remember putting quite a bit of oil in, maybe 1/4 liter. I don't think it filled up and overflowed; maybe I just got tired. Reinstall and tighten up the oil gauge line connection, and then pull the spark plugs. Use starter motor to turn over engine until you get the gauge to indicate some pressure, then reinstall plugs and celebrate. I would be suspicious of the new oil spring/pressure relief valve and do as Mike Salter suggested. >>

From: "Larry Dickstein" <lonejacklarry@kcweb.net>
To: "Ron Davies" <rdavies1@cox.net>, "Healeys" <healeys@autox.team.net>
Subject: Re: no oil pressure after installing new sump!!
Date: Sat, 21 Jun 2003 15:33:19 -0500

"Ron Davies" <rdavies1@cox.net> wrote: << One with a 50's Chevy said to disconnect the line from the back of the oil pressure gauge and turn the engine over a few times to make sure there is no air in the line. This makes some sense to me. Do I need to bleed that line? >>

Yes, you probably should. Just crack the nut a little and be prepared w/ some rags. When you've cranked the engine over a few times, the loosened nut on the oil line on the back of the gauge should begin to drip (or gush depending on how loose you got it). My bet is that the oil pump needs to be primed. It's tough getting a pint of 30 wt down that little tube but it still is easier than getting back at the pump to pack it w/ vaseline.

--Larry Dickstein Lone Jack, MO

From: "Ron Davies" <rdavies1@cox.net>
To: "John Miller" <healeys@n4vu.com>, "Healeys" <healeys@autox.team.net>
Subject: RE: no oil pressure after installing new sump!!
Date: Sat, 21 Jun 2003 10:28:21 -0700

John: I just got back from a local car show (200 cars) to talk to some of the guys about this. One with a 50's Chevy said to disconnect the line from the back of the oil pressure gauge and turn the engine over a few times to make sure there is no air in the line. This makes some sense to me. Do I need to bleed that line?

--Ron

"John Miller" <healeys@n4vu.com> wrote: << A little, but I wouldn't bet my bearings on it. Better you should examine the oil lines going to the filter, then pump oil under pressure into whatever one will prime the pump for you. Too bad it's not like some American cars, where you can gain access to the top of the oil pump shaft by removing the distributor. >>

From: "John Miller" <healeys@n4vu.com>
To: "Healeys" <healeys@autox.team.net>
Subject: Re: **no oil pressure after installing new sump!!**
Date: Sat, 21 Jun 2003 11:46:47 -0400

Ron Davies wrote: << ... I'll work on priming the pump today. Hope it rains. What about seriously overfilling with oil (10-12qts) hoping for the "seep into the pump" theory, getting "some" pressure then draining out the excess oil? Any logic in that? >>

A little, but I wouldn't bet my bearings on it. Better you should examine the oil lines going to the filter, then pump oil under pressure into whatever one will prime the pump for you. Too bad it's not like some American cars, where you can gain access to the top of the oil pump shaft by removing the distributor. Good luck, and let us know how it works out,
-- John

From: "Ron Davies" <rdavies1@cox.net>
To: rUSD@velocity.net, "Healeys" <healeys@autox.team.net>
Subject: RE: **no oil pressure after installing new sump!!**
Date: Sat, 21 Jun 2003 08:16:45 -0700

Dave: I want to do ANYTHING that avoids removing that sump again. What a pain!!! I suppose it would be OK if it was up on a rack, but on the ground.....:(The overflow valve looked the same as the original except that the new spring was longer. We had to remove the overflow pipe to push out the old valve. I don't remember if we replaced the pipe before or after inserting the new valve and spring. However, even if it was sticking, it's an overpressure valve so wouldn't it just get too high of a pressure, not "0" pressure? I'll work on priming the pump today. Hope it rains. What about seriously overfilling with oil (10-12qts) hoping for the "seep into the pump" theory, getting "some" pressure then draining out the excess oil? Any logic in that?
Thx, --Ron

"Dave & Marlene" <rUSD@velocity.net> wrote: << Hi Ron, The most likely cause is that the oil pump is now full of air instead of oil & won't prime. >>

From: "Ron Davies" <rdavies1@cox.net>
To: "Michael Salter" <msalter@precisionssportscar.com>, healeys@autox.team.net
Subject: RE: **no oil pressure after installing new sump!!**
Date: Sat, 21 Jun 2003 08:11:59 -0700

Mike, Yes I was foolish to make two changes at once but I had a really strong friend over who could remove the overpressure nut when I failed so I replaced that also. However, even if it stuck open or closed, wouldn't there still be some oil pressure? After I try all the priming suggestions I'll try to change back to the old valve.
Thx, --Ron

"Michael Salter" <msalter@precisionssportscar.com> wrote: << Hi Ron, Take another look at that oil pressure valve; it may not be seated correctly. If all else fails try installing the old set up to see if you have pressure. One trick, when you are working with an oil pump is to pack it full of Vaseline before re installing it. Helps it prime. >>

From: "Ron Davies" <rdavies1@cox.net>
To: SJNNOCK@aol.com, healeys@autox.team.net
Subject: RE: **no oil pressure after installing new sump!!**
Date: Sat, 21 Jun 2003 08:11:53 -0700

Yes they fell out. I was careful to match the notch in the top of the shaft with the male slot in the top at least. I didn't see any "key" on the shaft. It was a rod with a cog that turned around on it. The other cog fit next to it.
--Ron :-(

SJNNOCK@aol.com wrote: << Ron. Do you have a gear oil pump? If so, did you take out the two gears? If so, did you replace the key that drives the gear? Pump will not turn, NO PRESSURE >>

From: SJNNOCK@aol.com
Date: Fri, 20 Jun 2003 23:42:10 EDT
Subject: Re: **no oil pressure after installing new sump!!**
To: rdavies1@cox.net, healeys@autox.team.net

Ron. Do you have a gear oil pump? If so, did you take out the two gears? If so, did you replace the key that drives the gear? Pump will not turn , NO PRESSURE
--Norman Nock

Date: Fri, 20 Jun 2003 21:20:01 -0600
From: "Dave & Marlene" <rusd@velocity.net>
To: "Ron Davies" <rdavies1@cox.net>, "Healeys" <healeys@autox.team.net>
Subject: Re: **no oil pressure after installing new sump!!**

Hi Ron, The most likely cause is that the oil pump is now full of air instead of oil & won't prime. It's a little late now, but people sometimes pack the pump with grease to fill the air spaces when assembling. The next thing that you can do is pour about a half quart of oil down the disconnected oil pressure gage line to fill the pump. It's possible that if the car sits long enough with oil in the pan that the oil will seep into the pump & fill it if this is the problem. It is also possible that the relief valve plunger is not seating. Did the new plunger go in like it might be sticking? The last possibility is that there is an air leak in the pump suction side. I suggest not starting the engine again until it will show oil pressure by turning over on the starter. Good luck, --Dave Russell BN2

"Ron Davies" <rdavies1@cox.net> wrote: << In order to install a new aluminum sump I needed to shorten the oil pick up tube. I removed the old sump and disconnected the lower part of the oil pump by removing the four bolts at the bottom lower plate. Then on the bench I removed the three bolts holding on the gauze screen exposing the end of the tube. >>

From: "John Miller" <healeys@n4vu.com>
To: healeys@autox.team.net
Subject: Re: **no oil pressure after installing new sump!!**
Date: Fri, 20 Jun 2003 22:44:14 -0400

"Ron Davies" <rdavies1@cox.net> wrote: << In order to install a new aluminum sump I needed to shorten the oil pick up tube. I removed the old sump and disconnected the lower part of the oil pump by removing the four bolts at the bottom lower plate. Then on the bench I removed the three bolts holding on the gauze screen exposing the end of the tube. >>

Sounds like the pump may not be getting a prime. Did you pack the gears with petrolatum or something similar? It may be necessary to do so.
--John Miller

From: "Michael Salter" <msalter@precisionportscar.com>
To: "Ron Davies" <rdavies1@cox.net>, healeys@autox.team.net
Subject: RE: **no oil pressure after installing new sump!!**
Date: Fri, 20 Jun 2003 22:43:58 -0400

Hi Ron, Take another look at that oil pressure valve; it may not be seated correctly. If all else fails try installing the old set up to see if you have pressure. One trick, when you are working with an oil pump is to pack it full of Vaseline before re installing it. Helps it prime.
--Michael Salter www.precisionportscar.com

"Ron Davies" <rdavies1@cox.net> wrote: << In order to install a new aluminum sump I needed to shorten the oil pick up tube. I removed the old sump and disconnected the lower part of the oil pump by removing the four bolts at the bottom lower plate. Then on the bench I removed the three bolts holding on the gauze screen exposing the end of the tube. >>

From: "Ron Davies" <rdavies1@cox.net>
To: "Healeys" <healeys@autox.team.net>
Subject: no oil pressure after installing new sump!!
Date: Fri, 20 Jun 2003 19:08:48 -0700

In order to install a **new aluminum sump** I needed to shorten the oil pick up tube. I removed the old sump and disconnected the lower part of the oil pump by removing the four bolts at the bottom lower plate. Then on the bench I removed the three bolts holding on the gauze screen exposing the end of the tube. After shortening the pick up tube ¼ inch I filed in the side grooves back to original. I reassembled the oil pump in reverse order being careful to make sure the long gear/cog fit into the upper slot and the other shorter gear was flush and meshed. I re-bolted the bottom plate assembly, and attached the new sump. I do not see how those parts could be re-assembled wrong.

At the same time I replaced the high pressure valve and spring (because I had been running 80lbs at start up until reaching operating temp). I noticed that the old spring was about two turns shorter than the Moss replacement.

Then I filled a new oil filter with oil and screwed it on. I put the proper amount of oil in the crankcase and started her up.

No oil pressure. I checked the dip stick and it had dropped a half quart so I added that. I let the car run for 20 seconds and no oil pressure again. There are no leaks under the car. It seems inconceivable that my gauge could co-incidentally stop working so I must assume something is wrong with the pump or the new overpressure valve? Other than giving up and towing it to my mechanic, does anyone have any suggestions? I wish it were at least raining here. Thanks in advance...

--Ron 67 BJ8

Date: Wed, 18 Jun 2003 09:31:11 -0700
Subject: Re: Aluminum Sump
From: "Steve Gerow" <sgerow@singular.com>

To: rdavies1@cox.net, "Healeys" <healeys@autox.team.net>

Ron, I'm surprised by all this shortening stuff. I bought my sump from British Parts Northwest (best price). It hangs a little lower than the stock sump did, and I didn't have to shorten anything to get it on the car. I've driven the car several hundred miles since then with no ill effects--same oil pressure.

I just checked: my sump fins extend about ¾ " below the frame rails. It almost sounds like there is more than one version out there. My understanding was they were all made by the same foundry. The shorter one would certainly seem preferable. I wonder where these pans without the baffles are sold. The Moss catalog clearly shows a baffle in theirs.

-- Steve Gerow Pasadena CA 59 BN6

"Ron Davies" <rdavies1@cox.net> wrote: << I have the old sump off and just got off the phone with AH Spares who gave me the number of one of their restorers. The restorer said to remove the whole oil pump at the crankcase in order to get the gauze off which seems like a LOT of work and you need to be worried about getting the gears meshed again. Can you remove the horizontal arm holding the gauze strainer at the right angle where there are 4 bolts from underneath? Then on the bench remove the strainer and shorten the pick up then? >>

Date: Wed, 18 Jun 2003 20:58:25 -0700
From: "Steve Gerow" <sgerow@singular.com>
Subject: Re: Aluminum Sump

To: rdavies1@cox.net, "Healeys" <healeys@autox.team.net>

Ron, Mine's 6- ½ " high. So yours is better. Mine's easier, but more vulnerable. So obviously there's more than one supplier making them.

-- Steve Gerow Pasadena CA 59 BN6

"Ron Davies" <rdavies1@cox.net> wrote: << Glad you asked. I put the original and the aluminum on the ground next to each other and they have equal height, both 6 and 1/8 inch. The aluminum needs to be thicker but they didn't want it to have less ground clearance, thus it has less internal volume. I am concerned about removing the oil drain on the rear main. There must be a reason it's there. >>

From: "Ron Davies" <rdavies1@cox.net>
To: "J. Scott Morris" <jstmorris@yahoo.com>
Subject: RE: **aluminum sump installation BJ8**
Date: Wed, 18 Jun 2003 12:38:12 -0700

Thx, I've already shortened the pick up strainer and removed the other two pipes. I'm now committed. This better work :-)
--Ron

"J. Scott Morris" <jstmorris@yahoo.com> wrote: << Hi Ron; Rather than replacing your oil pan, you can repair your existing one and improve on it, all in accordance with original procedures. By doing this, you avoid any drain pipe and/or oil pump modifications. >>

Date: Wed, 18 Jun 2003 12:30:33 -0400 (EDT)
From: "J. Scott Morris" <jstmorris@yahoo.com>
Subject: Re: **aluminum sump installation BJ8**
To: "Ron Davies" <rdavies1@cox.net>, "Healeys" <healeys@autox.team.net>

Hi Ron; Rather than replacing your oil pan, you can repair your existing one and improve on it, all in accordance with original procedures. By doing this, you avoid any drain pipe and/or oil pump modifications.

A friend of mine cut out the bottom of a badly beaten oil pan and welded in a new piece of metal. We had heard that it is difficult to weld metal that has been soaked in oil, but no problem was encountered. Then we welded an oil pan protection plate, based on "Austin Service Journal" bulletin dated 11 Nov. 1960; No.A/306 which describes a 'sump protection plate' for Austin Healey 3000 (BN7; BT7).

The bulletin states: "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 Si bronze will also enable a satisfactory job to be made."

Based on a list discussion early last September, several sites offered to host a tech page with a protection plate template that I had prepared. The article can be found at JustBrits web site : <http://www.justbrits.com/sump/sumpplate.htm>

If you have any trouble accessing it or are interested in further explanations, drop me a line and I can email the templates directly.

Regards, --Scott Morris

--- Ron Davies <rdavies1@cox.net> wrote: << I have the old sump off with the BJ Weld hole repair. I just got off the phone with AH Spares who gave me the number of one of their restorers. This unit require removing the oil drain on the rear main, the small drain pipe for excess oil pressure and shortening the oil pump pick up. I understand that the two tubes "just" unscrew. However, he said that in order to shorten the pickup tube inside the pickup strainer, you need to remove the whole oil pump at the crankcase. Anything in the workshop manual that starts with "care should be taken..." concerns me. Is there an aluminum sump out there that doesn't require all these modifications? >>

=====
J. Scott Morris - Keep Smiling, Murphy Lives

From: "Ron Davies" <rdavies1@cox.net>
To: "Healeys" <healeys@autox.team.net>
Subject: **aluminum sump installation BJ8**
Date: Wed, 18 Jun 2003 07:20:45 -0700

I have the old sump off with the BJ Weld hole repair. I just got off the phone with AH Spares who gave me the number of one of their restorers. This unit require removing the oil drain on the rear main, the small drain pipe for excess oil pressure and shortening the oil pump pick up. I understand that the two tubes "just" unscrew.

However, he said that in order to shorten the pickup tube inside the pickup strainer, you need to remove the whole oil pump at the crankcase. Anything in the workshop manual that starts with "care should be taken..." concerns me.

Looking over the Workshop Manual it seems that you can remove the horizontal arm holding the gauze strainer at the right angle where there are 4 bolts from underneath. Then on the bench remove the three bolts holding the strainer and shorten the pick up. Will this work? Sorry if this is not making too much sense.

Thx, --Ron 67 BJ8

PS Is there an aluminum sump out there that doesn't require all these modifications?

From: SJNNOCK@aol.com
Date: Tue, 17 Jun 2003 23:14:06 EDT
Subject: Re: **BJ8 aluminum sump install**
To: rdavies1@cox.net, healeys@autox.team.net

Make sure your aluminium pan oil comes with BAFFLES in the pan , some come without them (lower price)
--Norman Nock

From: MBran89793@aol.com
Date: Tue, 17 Jun 2003 21:09:58 EDT
Subject: Re: **Aluminum Sump**
To: sgerow@singular.com, healeys@autox.team.net
CC: rdavies1@cox.net

sgerow@singular.com writes: << I hit a dip at about 15 mph in my Alfa Milano and knocked a bunch of the fins off without breaking the sump, so they don't always break. >>

This is my story and I'm sticking to it. For those who may doubt the strength of an aluminum sump, about four years ago I ran over a raised manhole on a street that was being resurfaced. My first thought after the contact was that it had hit the lower suspension a-frame, but upon examining it there was no apparent damage and no oil leaks. You can be assured that I kept a close watch on the oil pressure gage for the 25 mile trip home. The following day I put my BJ8 on drive on ramps and checked the sump. There was only a small gouge out of one of the sump fins.

--Marion S. Brantley, Jr. '67 BJ8 "Blackie", '60 BT7 "Heather", '61 BT7 "Hillary"

Date: Tue, 17 Jun 2003 17:04:56 -0700
From: "Steve Gerow" <sgerow@singular.com>
Subject: Re: **Aluminum Sump**
To: "Healeys" <healeys@autox.team.net>
CC: rdavies1@cox.net

I recently installed an aluminum sump. No problem with the sump, but the 2 square-section packings that came with the gasket kit were much too big for their recesses. So I cut them down. Now I have some leakage at the front and back. Have to revisit that one. The sumps are heavily-made, with a crude appearance, as befits a low-production race part. Mine fit perfectly.

I used Hylomar on both sides of the gasket which seems to work fine. I'm convinced Healeys respond to and have a certain family affinity for Hylomar because of its British origins.

I made a quickie tap out of a 1/4-28 bolt (file/hacksaw a couple of grooves in the threads) and used it to chase out the threads of all the holes in the bottom engine flange. Installation was a breeze. If you're a wimp like me you need a jack under the sump to hold it in place while you bolt it up.

I hit a dip at about 15 mph in my Alfa Milano and knocked a bunch of the fins off without breaking the sump, so they don't always break. In 25 years of driving Alfas, that's the only incident I had.

-- Steve Gerow Pasadena CA 59 BN6

From: "Healey, Graham" <Graham.Healey@lse.com.au>
To: "Healeys" <healeys@autox.team.net>
Subject: RE: **BJ8 aluminum sump install**
Date: Wed, 18 Jun 2003 08:43:00 +1000

I replaced mine with the cape International sump. I was pleased with the quality of work, and the fit was good. You have to shorten the drain pipe off the oil pump, but thats easy and the instruction are fine. I did use a sealant can't remember the type and did not both torquing, just used common sense and did not over tighten. The delivery to Australia took 2 weeks to my door and I paid no customs fees etc.

Regards, --Graham

From: "BJ8Healeys" <sbyers@ec.rr.com>

To: healeys@autox.team.net

Subject: Re: **BJ8 aluminum sump install**

Date: Tue, 17 Jun 2003 17:04:06 -0400

I'll second that! I had the pleasure of paying \$577.50 for a new aluminum sump (plus \$900 more for a steering rack) for my Miata when I ran over what turned out to be a truck water pump lying in the road. And I thought the car had more ground clearance than a Healey..... :P

--Steve Byers Havelock, NC

Jerry Wall wrote: << Just make sure you never hit anything, cast aluminum doesn't bend. >>

To: rdavies1@cox.net, healeys@autox.team.net

Date: Tue, 17 Jun 2003 15:22:11 -0500

From: "Jerry Wall" <jwbn6@iopener.net>

Subject: Re: **BJ8 aluminum sump install**

Just make sure you never hit anything, cast aluminum doesn't bend. Been there, done that on aluminum sump on Ford Tbird. Think Ford got close to 5 bills for a replacement. A friend of mine heliarced it for around \$60 including the oil/filter change.

From: "Ron Davies" <rdavies1@cox.net>

To: "Healeys" <healeys@autox.team.net>

Subject: **BJ8 aluminum sump install**

Date: Tue, 17 Jun 2003 09:45:16 -0700

Hi gang, Question: I'm going to replace the original sump with aluminum. Would love any suggestions, especially regarding any potential problems, torque settings, gasket sealer brand, tricks or any one else's experience that might help me. Thanks so much,

--Ronald Davies, DDS Anesthesiology for Dentistry www.DentalAnesthesia.com