

## SECTION PPP

### BODYWORK

Mk. I and II (SERIES BN7 and BT7)  
AND Mk. II and Mk. III (SERIES BJ7 and BJ8)

Section No. PPP.1	Hood (Series BT7)
Section No. PPP.2	Seat belts (Healey 3000, Mk.II and III)
Section No. PPP.3	Hood of Convertible model (Mk. II and III)—lowering and raising
Section No. PPP.4	Hood assembly (Convertible model Mk. II and III)—removing and replacing
Section No. PPP.5	Cockpit drain tube hoses (Convertible model Mk. II and III)—removing and replacing
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Section No. PPP.7	Windshield glass (Convertible model Mk. II and III)—removing and replacing
Section No. PPP.8	Windshield pillar (Convertible model Mk. II and III)—removing and replacing
Section No. PPP.9	Door components (Convertible model Mk. II and III)—removing and replacing
Section No. PPP.10	Seat belts (later Mk. III)

#### 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.

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## 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.



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



*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.3.*  
Keep the hood material clear of the rear seat squab slides "1" and securing clips "2".

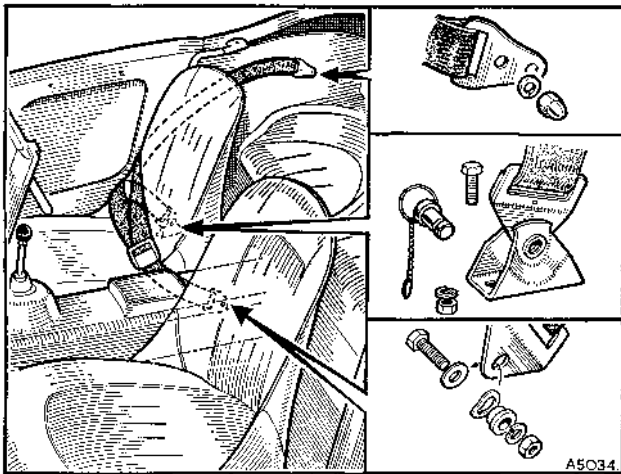


Fig. PPP.4.

Showing the fixing points on the body and the order of assembly of the fixing components.

### 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 underfelts 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.

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The short belt is fitted with the angle of the attachment bracket facing away from the tunnel and the large diameter of the distance piece bearing against the tunnel. Assemble the anti-rattle washer on the small diameter of the distance piece with its concave face away from the shoulder. Fit the belt bracket over the small diameter of the distance piece with the angle of the bracket facing away from the large diameter.

Assemble the plain washer to the hexagon set screw and pass the screw through the belt bracket, distance piece and tunnel fixing hole. Make sure that the shouldered distance piece makes a complete metal to metal contact with the tunnel, and fit the nut and spring washer to the set screw from the inside of the tunnel.

#### 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.

### 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.

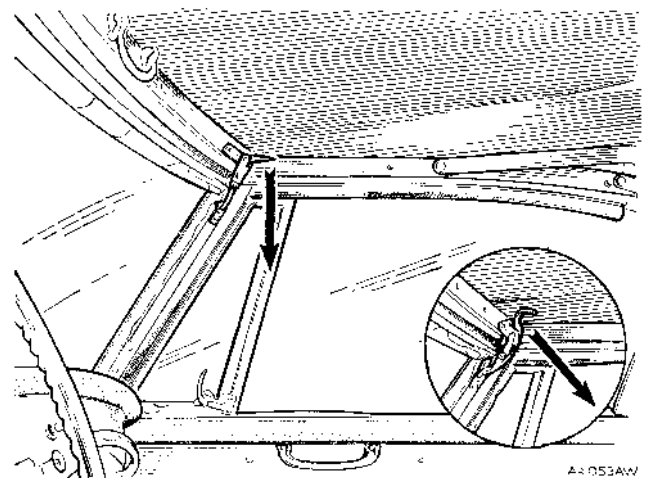
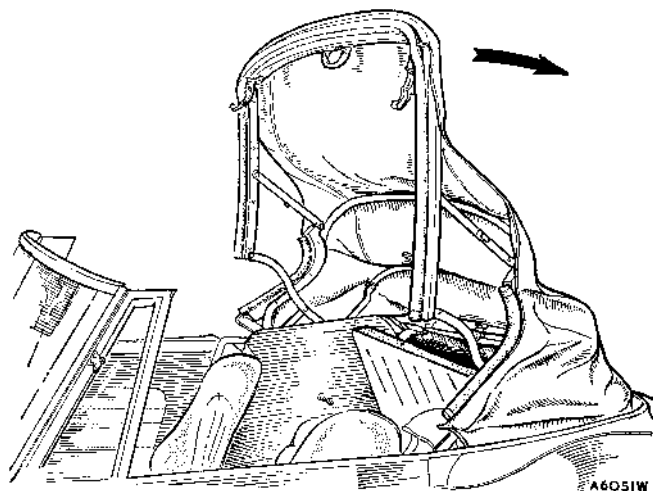


Fig. PPP.5.

Release the toggle catches at each end of the windshield top rail. Earlier type shown inset.

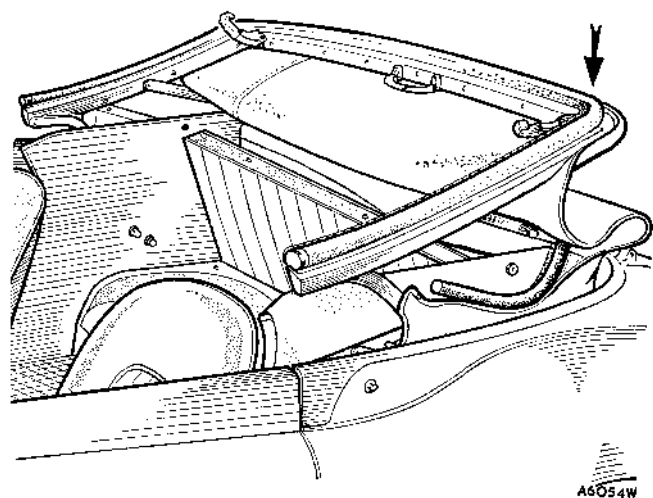
Austin-Healey 100-6/3000. Issue 5. (55352)



*Fig. PPP.6.*

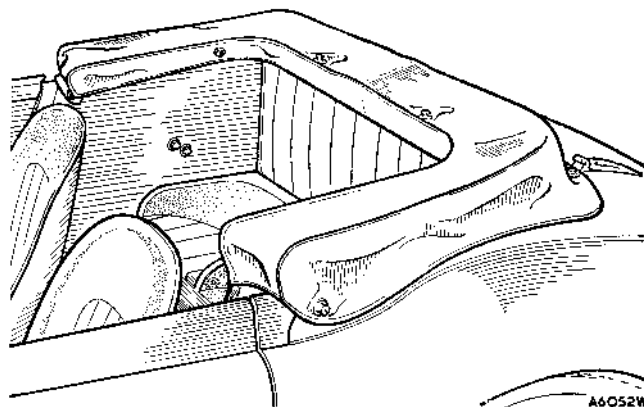
*Lift the front hood rail from the windshield allowing the hood supporting rails to collapse together.*

- (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



*Fig. PPP.7.*

*Press the front hood rail section downwards.*



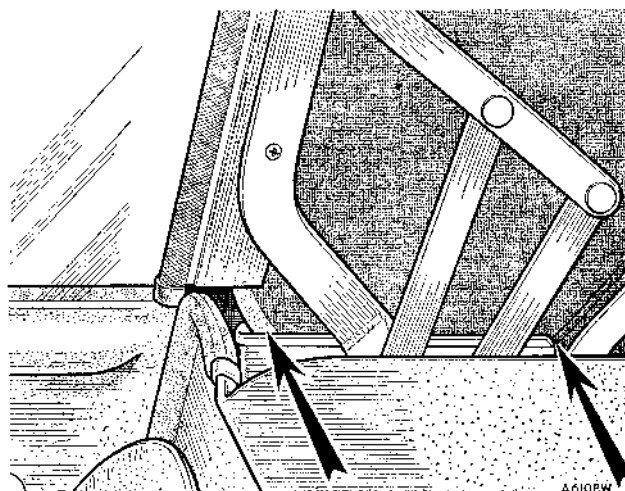
*Fig. PPP.8.*

*Fit the hood cover using the fasteners provided.*

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.



*Fig. PPP.9.*

### Rear window

The rear window may be folded down when extra ventilation is required with the hood in the raised position. Undo the two clips at the top of the window and release the window frame from the three metal clips on the hood frame. Fold the window panel down, avoiding creasing or buckling the transparent window material.

A zip fastener holds the rear window in place on later models.

## 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,

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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.

**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.

Insert the shorter section of the glazing rubber into the frame top member and position the longer section centrally in the lower member. Assemble these frame members to the windshield glass. Insert the glazing rubber protruding from the lower member of the frame into the two side members and assemble them to the glass. Refit the screws at both ends of the top and lower frame members.

**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**

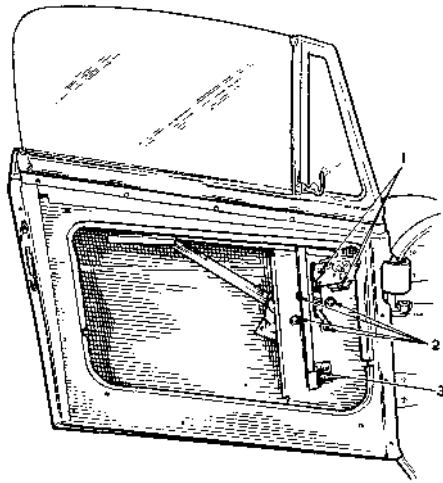
Push the handle escutcheon away from the handle to be removed to expose the retaining pin. Push out the pin and withdraw the handle, escutcheon, and spring. When removing the door lock remote control handle it may be necessary to turn the escutcheon until its slots are aligned with the retaining pin.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



**Fig. PPP.9.**  
A door with the trim panels removed.

1. Door lock remote control screws.
2. Window regulator screws.
3. Window guide channel nuts.

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.

## 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  $\frac{7}{16}$  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  $\frac{7}{16}$  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  $\frac{7}{16}$  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.

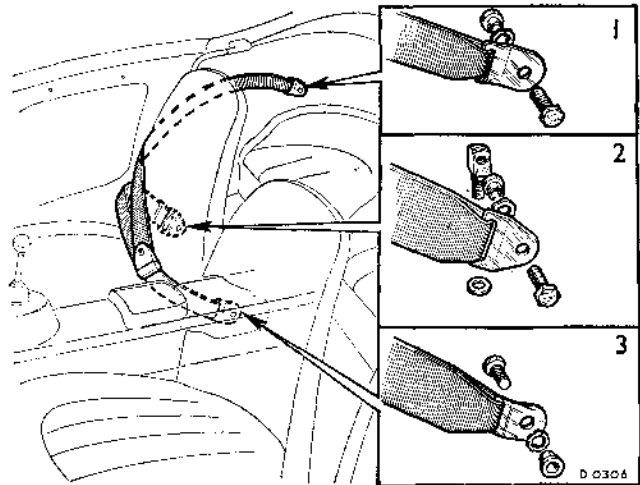


Fig. PPP.10

### Seat belt fixings

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