

Carolinas Club Tech Conference Call

Subjects Covered in the March 2020 Call

Email us at carolinastechcall@gmail.com with your questions, and then join our

next conference call the 3rd Thursday of the month at 8:00PM (**April 16th**)

For the April 16th Conference Call Dial: 888-549-3557 Pin: 1141062

(Starting with May's call we will be switching to Zoom. Look for details in May's newsletter)

Readers: The following questions were submitted to the Carolinas Club Tech Call Committee for the March tech call. While every attempt has been made to address each question, we still encourage you to use our response as a starting point for doing your own homework by talking to fellow club members and doing research on the web and in the various Healey manuals. Also note that the responses below, in some cases, are in greater detail than what we covered in the conference call. We have added additional advice received from club members after the call. Please use carolinastechcall@gmail.com to correspond with us, either before or after each conference call.

Question 1: My Healey ('62 BT7) was running, now **will not start**, has a rebuilt distributor-**no spark**

1. **Advice:** Pull out the ladder wiring diagram as published in the **Feb** 2019 Healey Marque to use as you follow these steps: If it does not start after each step, then move on systematically through the other steps.

1. .Disconnect the white/black wire going to the coil from the master switch to see if it is grounding out.
2. Make sure there is power to the white lead on the coil (this assures power is coming through the ignition switch)
3. Remove the distributor cap & turn the engine over. If you see sparks at the contact breaker that is good, then the rotor button might be bad
4. Replace the condenser
5. Make sure no wires inside the distributor are loose or disconnected. Make sure that the live wire is not grounded out.

2. These steps are covered in more details in the following manuals: The BMC Workshop Manual and the Robert Bentley official Austin-Healey 100-6 3000 book have the same content, see section B.3. If you can find a Haynes Workshop Manual look on page 92, Section 16.

Question 2: What is the proper way to remove **wheel bearings** (front/rear) and pack new ones with grease?

Advice: This is a good question, but the answer may be too complex to cover in a conference call. And, the project will take some specialty tools. For now we suggest reading the various Healey workshop manuals and maybe watching videos that show all the various steps and tools needed. If you still decide to tackle the task and you need help with a particular step in removing either the front or the rear bearings, seals, etc, then contact the tech panel. A few others on the call also volunteered to loan their specialty tools needed to complete the project. Contact us at carolinastechcall@gmail.com if you need a specialty tool and we will put you in touch with the appropriate club member.

Search YouTube for “How to Grease Wheel Bearings – 2 easy methods” by Bleeping Jeep.

Question 3: Do you have recommendations for **rust repair** vendors?

Advice: Yes, try these vendors:

- Precision Collision, Denver NC 704-483-3260
- Automotive International, Charlotte 704-521-2886
- ESP Motorcars, Salisbury 704-633-5922

Question 4: Calipers rebuild; Is this a DIY project? Any shops/vendors you can recommend?

Advice: It can be a DIY project, but there are three ways to approach the job and none of them are wrong. It all depends on the philosophical approach of the person who owns the vehicle.

1. One approach is to send them away for rebuild by the professionals where money and time is no object. Try these vendors:
 - a. White Post Restoration 540-837-1140
 - b. World Wide Auto Parts 608-223-9400
 - c. John Jones, Waxhaw britthirdlight@yahoo.com or 704-351-0933
2. The second way is to pull them completely apart and after inspection replace those parts (using the manual and online videos as guides) that need replacing. If you get stuck on one of the multiple tasks of either taking them apart, or replacing parts, contact the Tech Conference Call panel.
3. The third way is to inspect and clean the components and test them for serviceability and put them back on without doing any other work if they are found to be still serviceable.

Question 5: Suspension rebuilding- is this a job to tackle yourself? Any recommendations on shops that can rebuild?

Advice: Look for wear first as rebuilding the complete suspension is a major job. Start by seeing if there is any play in the kingpin by moving the top and bottom of the wheel. Make sure

the shock bolts are all tight and not low on hydraulic oil. Some parts of the suspension are hard to disassemble like the swivel axles and the inner control arm bushings. If you are able to disassemble the parts you could send the components, like the swivel axles and the lower control arms, to a vendor like Apple Hydraulics for rebuilding. Another option is to contact John Jones britthirdlight@yahoo.com or 704-351-0933 or Seth at Elite Restoration in Denver, NC . For shocks, if they are leaking or cracked contact World Wide Auto Parts 608-223-9400 for their rebuilding service.

Question 6: Suspension- I came across a conversion kit, supposedly bolt on, for a modern style shock. Anyone used this? Experience that you can share?

Advice: There is a debate as to whether doing a tube shock conversion is worth it. Many love them. The conversion may be a good option VS replacing all 4 shocks. Club members Ken Bozeman, Rick Lee and Jack Porter (recent installation) have them installed. Feel free to contact them to get their opinion and tips on installation, etc.

Question 7: Has anyone purchased parts from Denis Welch in England? Curious about some of their **performance parts** for down the road.

Advice: A couple of members on the call had experience with Denis Welch's products covering a range of products such as steering, aluminum head, headers, limited slip differentials, etc. They are high quality, well-engineered products, but unless you plan to use your car for a lot of racing, autocross, etc, the benefits may not be worth the extra cost.

Question 8: Brakes will not release on my BJ8 unless I tap the brake pedal. Ideas? Installed 4 pot calipers and rotors on 3 years ago. Did fine first 2 years. Bled brakes, but did not help. Using DOT 5 for 25 years. Same master for 25 yrs.

Advice: During the call we determined that the brakes would always release when the engine was not running. This seems to indicate a problem is with the brake booster.

Question 9: What **size tire** should I buy (late model BJ8)? I currently have 175R15 but they are no longer available.

Advice: It depends of the wheel size (width), type of wheel (spoke, steel or minilite) and number of spokes if wires. The general consensus of the panel and those on the call were if you are running 72 spoke wire wheels, then a 187/70-15 tire works well. The 185/70 tires have a smaller diameter (25.2") than the 175R tire (26.3"), but still works well. The Vredestein Sprint Classic seemed to be a common choice. Vredestein also sells a 185VR-15 which has a larger

diameter (26.25") that does a better job of filling out the Healey wheel well. You will need at **least a 27"** opening at the bottom of the wheel well opening however or these tires will not fit. If you are running a 48 spoke wheel, you should probably use a 165HR/15 tire (25.65" diameter). A 165HR/15 will also work well on a 60 spoke wire wheel, which typically has is 4.5" wheel width. A 185/70 will fit the 60 spoke wheel, but you should do some research to consider the pros/cons before using. Suggest contacting Allen Hendrix at Hendrix Wire Wheel (Greensboro) at 336-852-8909 for tire suggestions, installing and balancing. Allen sells Vredestein tires, but they can also be purchased at Tire Rack, Universal Vintage Tire or Coker Tire. **Hot Tip:** Make sure you find out the DOT date code of the tires you are purchasing! For safety purposes, many of us will need to replace our tires based on the age of the tires as apposed to wear indicators. You do not want to purchase new tires that are already 2 or 3 years old! Tire age can be determined by looking for the date code on the tire sidewall. The 4 digits after "DOT" on the sidewall is the date of manufacture. So "DOT0311" means that the tire was manufactured the 3rd week of 2011. Following are links to helpful size tire comparisons and rim size calculators: [Tire Size Comparison](#) [Wheel/Rim Size Calculator](#).

Question 10: Does anyone know a reasonable **painter**? Full body with fixtures removed. Can travel.

Advice: Yes, try these:

- Dee Gainey 704-375-9255
- Precision Collision, Denver NC 704-483-3260
- Automotive International, Charlotte 704-521-2886
- ESP Motorcars, Salisbury 704-633-5922
- Don Sheeham (Dusty Don), Lancaster 980-322-1080
- Many commercial body shops can do quality work and will adjust quality and price to meet your requirements. Your job will always be delayed in completion since insurance jobs have to take first place.

Question 11: Does it mean the **carburetors** are too rich or too lean when your exhaust pops and backfires when you let off the gas?

Advice: Since backfiring and popping is unburned gas igniting in the exhaust pipe it is likely due to a too rich mixture. If mixture adjustments do not solve the problem check timing and also check for seriously weak or broken valve springs.

Question 12: On **HD8's** (BJ8 carbs), do you turn the screw clockwise or counterclockwise to lean it out?

Advice: Turn counter clockwise to lean out the carbs. Suggest turning no more than $\frac{1}{4}$ turn at a time (both carbs) until problem solved. A way to remember: **Left to Lean, Right to Rich**