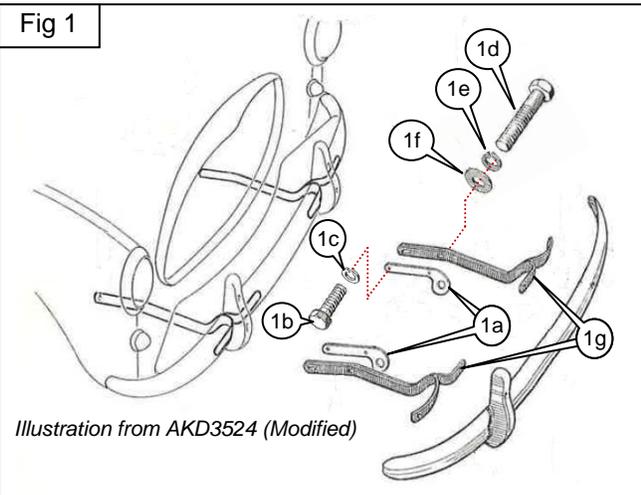


Supplemental Information & Instructions for 031-426 or AHB9895 Towing/Tie Down Eyes (Pair) Suitable for all Big Healeys, BN1 through BJ8 For installation on BN1 & BN2, please see page 2

A Little History...

Fig 1



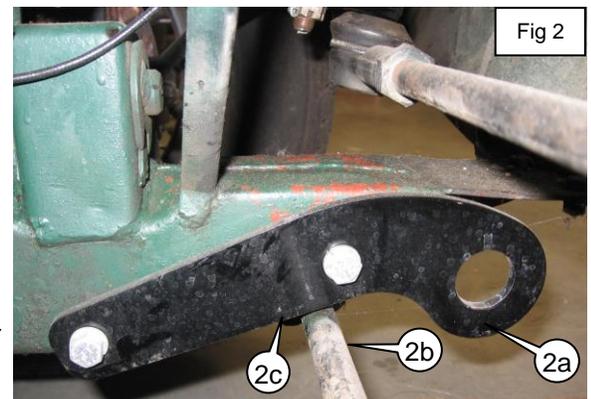
To meet Canadian requirements, these Towing Eyes (1a) were originally fitted to BJ7s from approximately January 1963 (from H-BJ7-20880 on), and all BJ8s. The Canadians were not picking on the Healeys, or making a comment on their reliability- this was a requirement for all new cars sold in Canada. Today, every car has some sort of a towing eye, so I suppose we should say that Canada was ahead of its time. While intended to facilitate towing, they were quickly recognized as ideal tie-down brackets when transporting one of these cars on a trailer. Eric Grunden (Absolutely British, Santa Maria CA) explained that the towing eyes were designed to use the threaded tubes in the frame rails that are for the bumper brackets, and the tubes are in the same location on every Big Healey frame. Eric made copies the towing eyes and he fitted them for his customers that wanted them. Eric provided us samples which we used as patterns for our reproduction of the factory towing eyes. They are supplied black, which is how they were originally. We are very grateful to Eric for his assistance on this project. **Please Note:** Because the installation for the BN1-2 is different than the BN4-BJ8, we cover them separately on page 2. We also have a set of rear tie-down brackets, and they are covered on page 3.

Contents of the 031-426 Kit

Ref	Moss US	Moss Europe	Description	Qty		Notes	
	031-426	031-426	Towing Eye/Tie-Down Bracket Set	1	Set of 2	with hardware	
			<i>...consisting of...</i>				
1a	031-432	AHB9895	Towing Eye/Tie-Down Bracket	2	Each	<i>black, as original</i>	
1b	322-590	HZS606	Bolt, 3/8"- UNF, 3/4" long	4	Each	<i>for 100-6 & 3000s</i>	
1c	324-040	LWZ206	Lock Washer, 3/8"	4	Each		
1d	322-075	BH606121	Bolt, 3/8"- UNF, 1 1/2" long	4	Each	<i>for 100-4 BN1 & 2</i>	
	980-375	980-375	Instructions (this document)	1	Each		
			<i>Not in the kit; included for reference in the installation tip section</i>				
1e			Lock Washer, 3/8", bumper bracket to frame			<i>reuse these with the 1 1/2" bolts</i>	
1f			Flat washer, 3/8", bumper bracket to frame			<i>reuse these with the 1 1/2" bolts</i>	
1g			Bumper brackets or "irons"				

Installation Tips, BN4-BJ8 (BN1-2, see page 2)

The threaded tubes are open to the inside, and they are usually full of grit and dirt. Take the time to run a 3/8 UNF tap down each threaded tube, and clean them out with a brush and/or compressed air. If they are rusty, try some penetrating oil like "Liquid Wrench" or "PB Blaster". A little anti-seize on the bolt threads will make removal at a later date easier. The towing eyes (1a) mount to the inside face of the frame rails using the 3/4" long bolts (1b) and the lock washers (1c) included in the kit. Note that the factory did not specify the use of a flat washer between the lock washer and the frame. The bumper brackets (1g) are bolted to the outside of the frame rails, and they are secured with lock washers (1e) and flat washers (1f) because the holes in the bumper bracket are oversized relative to the diameter of the bolt. Fig 2 shows the towing eye (2a) bolted to the inside face of the left frame rail of my BJ8 (which needs a bath). You can see the anti-sway bar (2b) and (just barely) the anti-sway bar bushings (2b). Michael Grant



031-426 or AHB9895 Towing/Tie Down Eyes (Pair) Installation in an Austin Healey BN1 & BN2

About these notes...

Jim Ellis fitted a pair of our towing eyes to his BN2. He ran into some issues unique to the BN1 and 2, and when I didn't know the answers to his questions, he figured it out and then was kind enough to call me back with the details of his solution and some great pictures.

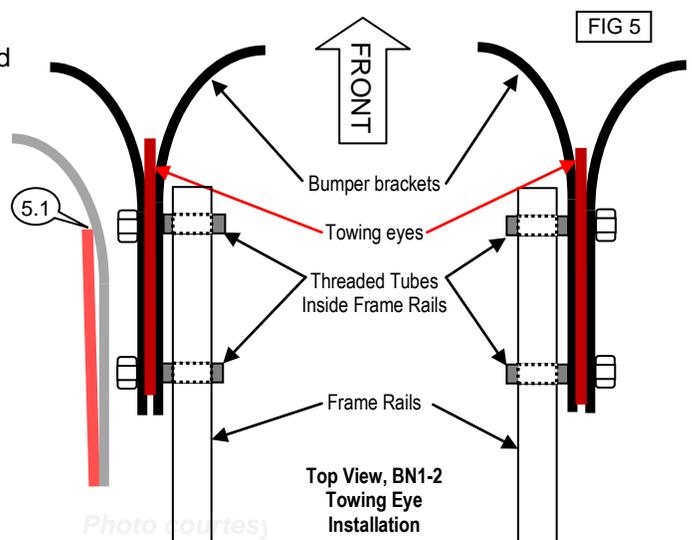
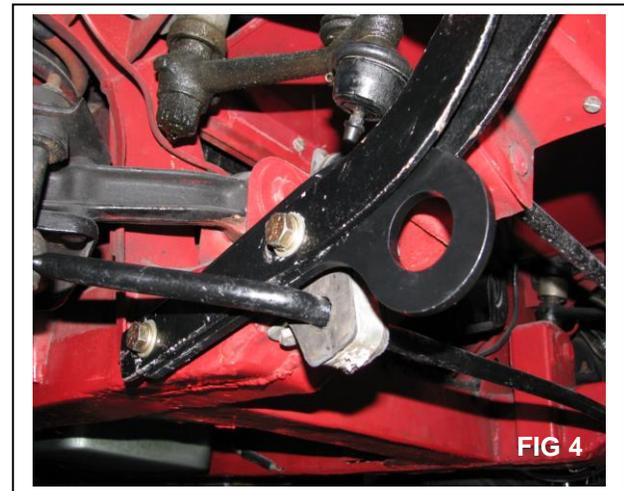
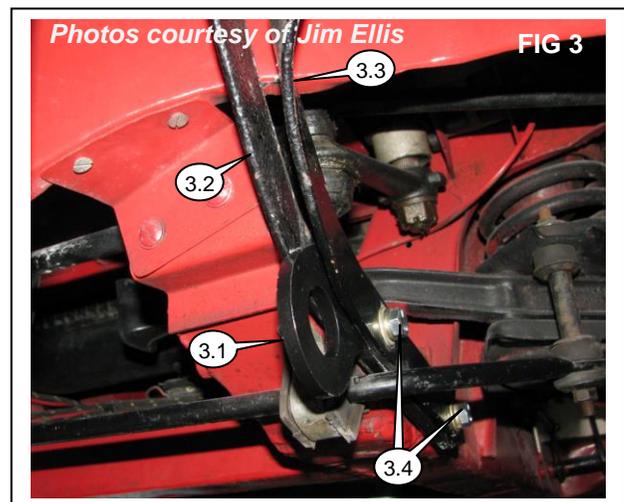
Installation Tips

The towing eyes cannot be mounted on the inside face of the frame rails because the rear threaded tube is partially covered by a vertical frame member. The towing eyes cannot be installed against the outer bumper bracket (3.3) because the big end of the towing eye (3.1) hits the outside face of the bumper bracket where it curves away to the outside. (5.1) The solution is to install the eye (3.1) between the two bumper brackets (3.2, 3.3). The bolts must be 1 1/2" long to reach the threaded tube. (1" bolts were too short, and 2" bolts bottomed out against something before tightening against the outboard bumper bracket.) Fig 5 is a good reference.

The threaded tubes that run through the frame rails are open to the elements between the frame rails. The bumper brackets are bolted to the *outside*, which means the threads in the tube have been protected from road grit and mud by the bolts securing the bumper brackets. Although the 1 1/2" long bolts provided will be threaded into the "clean" end of the tube, take the time to flush out the threaded tube in the frame with an aerosol degreaser, compressed air and a pipe cleaning brush if you have one. It appears that the threads may not actually go all the way through, making a tap somewhat limited in its ability to clean out the threads. Brush some anti-seize on the threads of the 1 1/2" bolts provided in the kit before you fit them. It will make removal at a later date easier. You should be able to re-use the flat washers and lock washers

The installation documented here is possible because the original BN1-2 inner and outer bumper brackets (and the ones we sell) are separate pieces. If yours are welded together, they will have to be separated before the towing eyes can be fitted.

Note how the towing eye sits right above the sway bar (Fig 4). Eric Grunden has pointed out that an oversized sway bar will not fit the BN1-2 unless the underside of the towing eye is notched with a suitable grinder.



267-522 Rear Towing/Tie-Down Eyes (Pair) Austin Healey BN1 through BJ8 to (c) 26704

Note: these brackets can be fitted to the BJ8 from (c) 26705 on if the 4 holes for the U-bolts are enlarged. We prefer not to sell products for applications that require modification of the part. Therefore we list the application for the 267-522 Rear Tie-Down Eyes as BN1 through BJ8 to chassis number 26704.

Place the car on a flat surface. Install the wheel chocks in front of the front wheels. Jack up the rear of the vehicle and secure it with jack stands. Be sure that your jack stand placement does not block the lower spring plate in any way. **NEVER WORK UNDER A VEHICLE SUPPORTED ONLY BY A FLOOR JACK !**

Note: The 267-522 kit comes with detailed instructions for installation on an MGB, and they should be ignored.

Place the floor jack under the rear spring plate, taking care not to block the four nuts for the U-bolts. Raise the jack until the weight is off of the spring. **Take care not to lift the vehicle off of the jack stands.**

Remove the 8 nuts holding the bottom spring plate to the U-bolts.
Note: The u-bolts fitted with the spiral-bevel rear axle on the BN1 to CE221535 are 3/8" BSF. New 3/8" BSF Nyloc nuts are available under 311-240 from Moss in the US, or AJD8336Z from Moss Europe. The later BN1 and all other Healeys used 3/8" UNF nuts. New 3/8" UNF Nyloc nuts are available under 310-240 from Moss US, or GHF223 from Moss Europe..

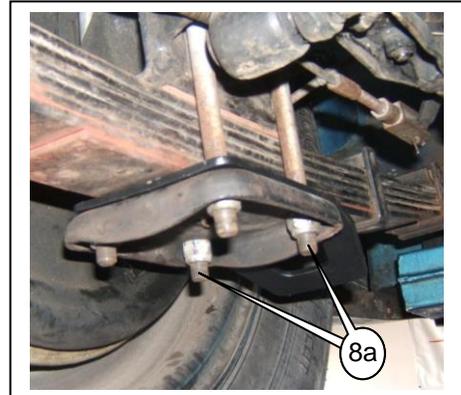
Lower the floor jack **slowly** and remove the lower spring plate (6a).

Install the 267-522 tie-down plate on the u-bolts with the angled section (7a) pointing down and toward the rear of the vehicle.

Tighten the four nuts evenly, making sure that there are an equal number of threads exposed (8a) on the U-bolts coming through the nuts.

The vehicle in the pictures is a BT7.

One more thing – Most Healey owners know that the front shock mounting bolts need re-torquing at least twice a year. If they get loose, the threads in the mounting plate can be damaged, and repairing it is not easy or cheap. Check the nuts on the U-bolts at the same time. Mine were loose at some point and the holes through the steel plates were oval and oversized. The U-bolts had grooves in them.



*Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you as quickly as possible, usually within 2-3 business days.*



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