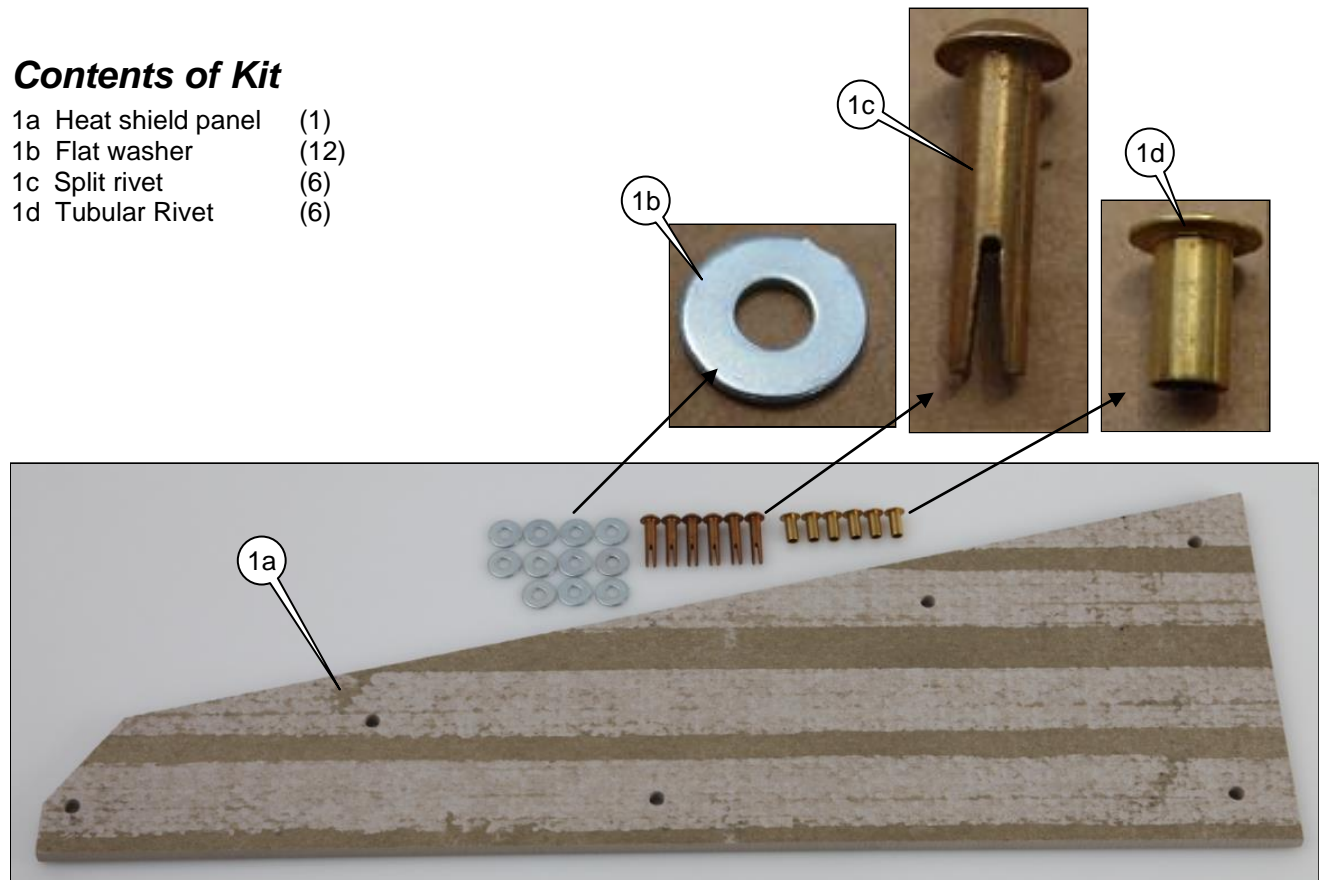


1 **Supplemental Information & Instructions**
2 **for**
3 **372-106 Carburetor Heat Shield with Rivets**
4 **Austin Healey 3000, Dual Carburetor**

5
6 This kit was created for customers with intact sheet metal heat shields. The cement board is asbestos
7 free and has been designed to use the same holes as the original heat shield. Please note that
8 aftermarket metal panels (like Kilmartin) do not have the OE hole pattern.
9

10 **Contents of Kit**

- 11 1a Heat shield panel (1)
12 1b Flat washer (12)
13 1c Split rivet (6)
14 1d Tubular Rivet (6)



38 **About the Rivets...**

39 *This kit includes both split and tubular rivets. The tubular rivets were used originally, and we include them*
40 *for that reason. They MUST be installed with the appropriate rivet tool, which is expensive. Attempting to*
41 *install tubular rivets by any other method is likely to break the cement board, which is quite brittle. When*
42 *using tubular rivets, use one washer per rivet.*

43
44 *As an alternative, split rivets are also provided. They can usually be installed with pliers and are therefore*
45 *much easier to use. When using split rivets, use two washers per rivet- one on each side of the heat*
46 *shield*

47
48
49
50
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52
53

54 **Instructions**

55 **Sheet Metal Preparation & Paint**

56 The restored original metal heat shield should have a hi-temp primer coating with a "Healey Green" top
57 coat. We offer the correct paint in an aerosol can under 220-550.

59 **Painting the Heat Shield**

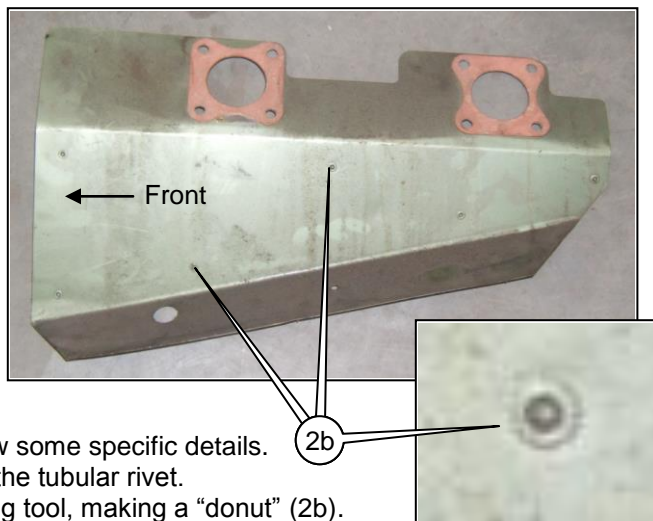
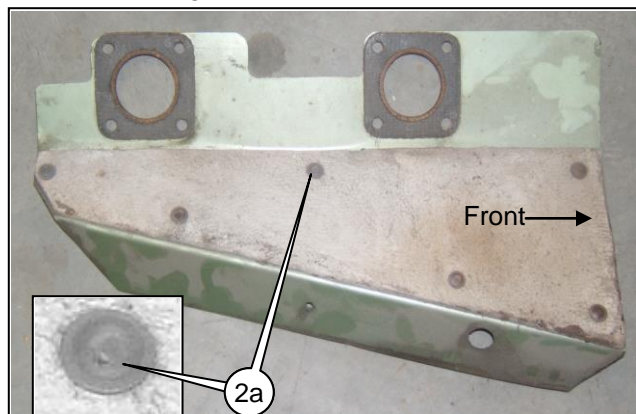
60 The heat shield itself must be painted to achieve the "as new" look and to leave a finish that can be easily
61 wiped clean.

- 62
- 63 ➤ Give the panel a light coat of Rustoleum Clean Metal Primer. *This paint is nearly an exact match for the*
64 *color of the original panels. Several coats will be needed to cover the stripes found on some of the*
65 *panels. While the primer gives us the color we want and covers the surface discoloration found on some*
66 *panels, the primer is flat and thus holds dirt and oil - you can't easily clean it up. Strictly speaking, this is*
67 *a property of the original panels, but most of us would prefer to have something better.*
 - 68 ➤ Coat the primed panels with a light coat of Minwax Spray Satin Clear Urethane. *This provides a top coat*
69 *that will protect the primer and give you a surface you can keep clean. While a light coat is barely visible,*
70 *if you lay on too much urethane, the panels will be shiny, which is not what you want if you are trying to*
71 *mimic the original panels.*
- 72

73 **Original Panel Example**

74 *This is the "engine side" of the heat shield.*

This is the "carb side" of the heat shield.



97 These pictures of original panels are included to show some specific details.

98 The single flat washer (2a) goes under the "head" of the tubular rivet.

99 The open end of the rivet is rolled over by the crimping tool, making a "donut" (2b).

Although every effort has been made to ensure the accuracy and clarity of this information, 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 make every attempt to return your call within 2 business days.



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