

Supplemental Information & Instructions for 453-658 Tonneau Cover Stiffener Bar Set Austin Healey 100-6 BN4 & 3000 BT7 (4 SEATER)

A little history...

The stiffener bars we make for the BN4 & BT7 are precise reproductions of known original parts. Side by side comparison of the original (1a,b,c) and the Moss (1d,e,f) stiffener bars will confirm that.



That said, we have received complaints about these stiffeners for decades, and we will try and clarify the situation. The real issue has always been the combination of original sized stiffeners with a variety of different tonneau patterns.

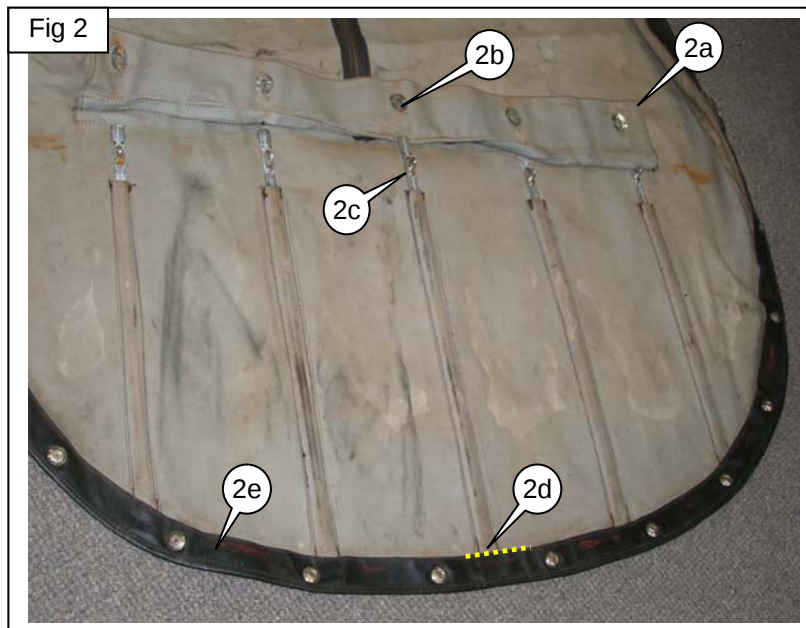
How They Are Supposed to Fit

We have been fortunate enough to have access to known original tonneaus. The best example came with a BT7 that was bought new in London in 1962 by an officer in the US Navy. The car has been in his possession since then. The car came fitted with a hard top, and the soft top and tonneau did not see much use as a result.

The elements we are concerned with are concerned with are the flap (2a), turn-button sockets (2b) turn button fastener on the bar (2c) blind end of the sleeve for the bar (2d) and the hem or skirt (2e).

Given that the lengths of the stiffeners are correct, for the turn button fastener (2c) to wind up in the proper position, the width of the skirt is critical. The bar only goes into the sleeves as far as the edge of the skirt (2d). If the skirt is too wide, the bar is pushed up and the fastener (2c) winds up in the wrong place.

Note that the middle bar (2c) does not line up with the zipper.



The real confusion concerns the other end of the bar.

Looking at the bar closest to the zipper (Fig 3), you can see that the tip of the bar is actually laying **on top** of the flap, which has been folded back on itself. This creates a double layer pad of material that protects the outer surface of the tonneau from the end of the stiffener bar. This is a very clever and important design feature of the original tonneaus.

With the bar in place, (Fig 4), if we fold the flap down to bring the eyelet (4a) down toward the turn button fastener (4 c), you can see that the flap will fold along the dotted line (4b). This fold forms the pocket for the tonneau bar that supports the forward end of the stiffener bar.

Close examination of the fabric shows a clear impression of the end of the stiffener bar on top of the folded-back flap (5a).

So why is there so much confusion about how these tonneau bars are supposed to fit?

Imagine that this was a brand new tonneau, and you expected it to fold along the line identified as 4d. You slide the stiffener bars into the sleeves, only to find that the end of the stiffener bar sticks out so far that "it did not clear the flap".

We have a collection of original stiffener bars that have been modified to solve this "problem". Many were simply shortened with a hacksaw, and an equal number have the ends folded over and hammered flat (Fig 6).

Many tonneaus have been patterned to accommodate the full length of the stiffener bar by moving the whole flap forward, toward the front edge of the tonneau.

Others have included instructions on how to shorten the bars.

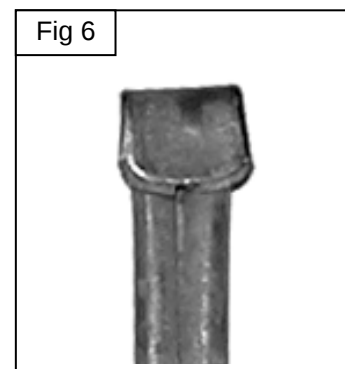
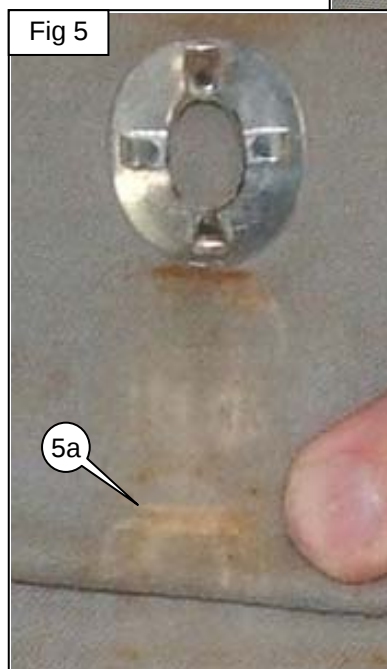
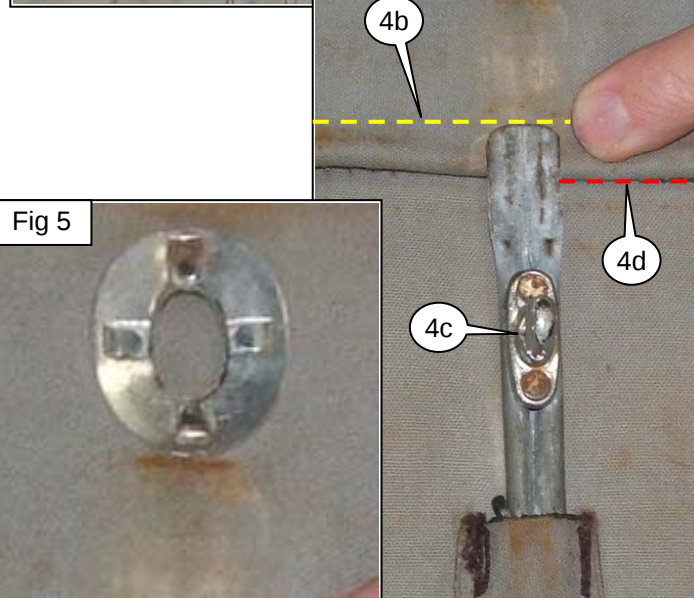


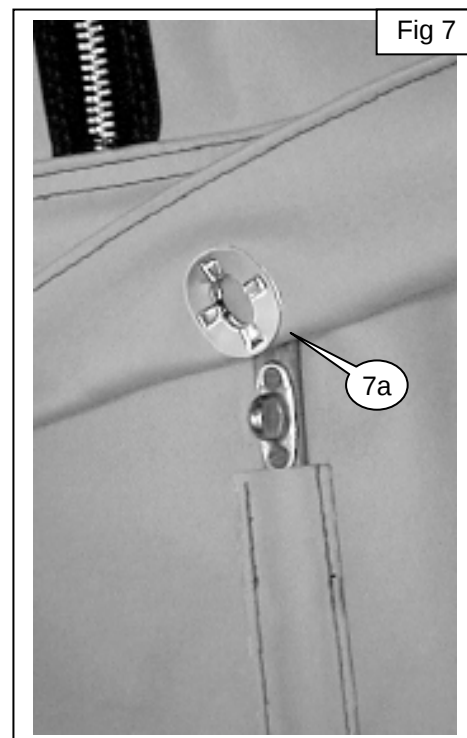
Fig 7 shows a tonneau that was designed to have the end of the stiffener bar tuck under the sewn edge of the flap. This puts the sharp end of the stiffener hard against the underside of the outer layer of tonneau material. It weakens the material, and the tonneau will eventually wear through at that point.

We have seen (and have examples of) stiffeners that have the ends wrapped in adhesive tape in an effort to protect the material from the sharp edges.

As you fit these stiffener bars to your tonneau, keep in mind that the back end of the stiffener should rest on the aluminum cockpit trim rail. The front end of the stiffener rests on the tonneau bar. This will define the proper length of the stiffener.

Needless to say we will be working with the various tonneau manufacturers to get this sorted out.

Robbins is working on the BN4-BT7 tonneau patterns as this is being written. When completed, we will add the Robbins tonneaus to our catalog.



Although every effort has been made to ensure the accuracy and clarity of this information, differences of opinion are almost inevitable. Any information that you have that will increase our understanding of the tonneau stiffener bars can only help us. Suggestions that you may have that will improve the information (especially detailed installation notes) are also 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 within 2 business days.



Moss Motors, Ltd.

440 Rutherford Street, Goleta, California 93117

In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

Moss Europe Ltd.

Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB

In the UK: 020-8867-2020 FAX:- 020-8867-2030