

1 **Supplemental Information**  
2 **on**  
3 **454-010 or 27H9612 OVERRIDER, WITH BOLT**  
4 **AHY 100-4, MG TD, TF, BUGEYE SPRITE**

5 ***A Little History...***

6 The override fitted to the Healey 100, the MG TD & TF, and the Bugeye Sprite wound up being the same part  
7 number through supersession to the Sprite override. Based on the information we have, we have always  
8 believed that if you walked into a BMC parts department in 1970 and asked for one of each, you would have  
9 received three 27H9612 overrides. This seems odd because the Healey facebar has a relatively deep  
10 longitudinal groove, while the T Series and the Sprite face bar have smooth curved surfaces. The factory  
11 overrides never fit perfectly. The packing pieces (400-418) which fit on the edges of the override where it  
12 contacts the facebar, protect the facebar and help obscure the unavoidable gaps between the two parts.

13 ***About the Moss Override...***

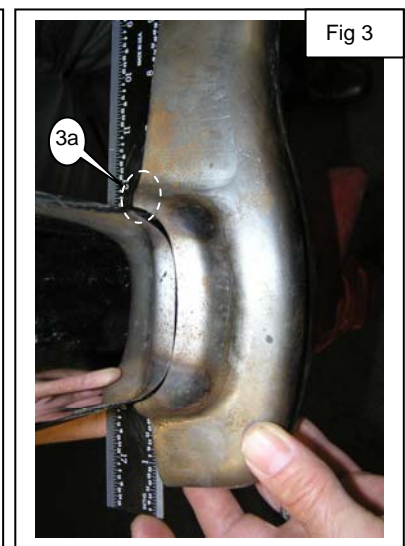
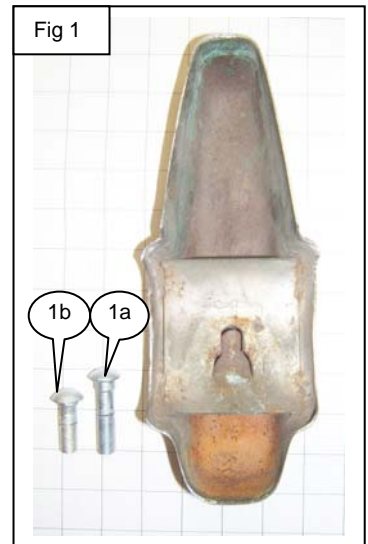
14 We originally produced the 454-010 override with a captive nut welded to a plate  
15 that was in turn welded to the override. In production, the plate was difficult to  
16 position perfectly and the angle of the installed override depended on exactly where  
17 the captive nut was and the precise angle of the facebar. If the facebar was canted  
18 the least little bit, the override leaned either forward or backwards. It was a lot more  
19 noticeable with the override than the facebar. Because the nut was fixed in place,  
20 there was not a lot that could be done. As we tried to come up with a fixture that  
21 could be used in production to properly locate the captive nut, we found that an  
22 override that fit a T Series facebar just fine could not be fitted to a Sprite or a  
23 Healey. At that point we abandoned the idea of a captive nut and we started over.

24 ***Redesigning Moss Override...***

25 Roger Moment loaned us an original sample of an override off a Healey 100-4 (Fig  
26 1). The mounting plate has a slot which accepts and traps the head of a carriage bolt.  
27 While both bolts are 7/16-20, the bolt used to in the rear of the 100-4 (1a), was longer  
28 than the bolt used in the front (1b).  
29

30 We found that the slot provided a wide range of  
31 adjustment. Although the bolt did not move, you could  
32 move the override up or down quite a bit and tighten  
33 the nut when you were happy with the way it fit. We  
34 decided to re-tool the override using the slotted  
35 mounting plate. We also reshaped the curved edges  
36 (2a) to more closely follow the facebar.  
37

38 In June 2007 we received our first unchromed pre-  
39 production samples of the new overrides. We fitted the  
40 samples on an original Healey facebar (Fig 2) and an  
41 original Sprite facebar (Fig 3) without the override  
42 packing (400-418) so we could better judge the fit. We  
43 also fitted them to the facebar on the Moss TD "pickup"  
44 and a selection of replacement facebars. The sample  
45 overrides could be installed on a Sprite, MG TD, and a  
46 Healey 100 without any trouble using a 3/8" carriage  
47 bolt 2 inches long.



*Unchromed pre-production sample on an NOS Healey 100 (left) and an NOS Sprite facebar (right).facebar.*

## 48 **Current Production Moss Override**

49 The newly retooled overrides and pressed from steel plate, and the edges are cleaned  
50 up by hand. The plates with the slot for the carriage bolt are pressed separately. The  
51 outer shell and the plates are assembled in a fixture that precisely locates the plate, and  
52 the two pieces are welded together. The override is chrome plated, and the back of the  
53 override is painted silver, which is how all bumpers and overrides were done by the  
54 factory. In September of 2007 we received our first shipment of the redesigned 454-010  
55 overrides. We test fit them again, just to confirm that nothing had changed (and they  
56 still fit fine). The correct bolts for the Healey would be 7/16 UNF (20 TPI), and we do not  
57 have a source at this time, and we are not certain that the bolts used on the Healey  
58 would be correct for the MG TD & TF or the Sprite, which used a 3/8" UNF bolt. The  
59 overrides are supplied with one somewhat generic 3/8" UNC (16 TPI) x 2" carriage  
60 bolt. If you are fitting these to the front facebar on a 100-4, the carriage bolt supplied  
61 may be too long and it may show behind the facebar. If so, it can be shortened. There is  
62 a slight difference in the shape of the rear edge of the override where it meets the top  
63 of the face bar. On ours, the back edge (3a,5a) runs from the top to the facebar in  
64 nearly a straight line, and on the Healey at least, these edges angled forwards a bit  
65 near the face bar. We have tried to balance the features of original Sprite, T-series and  
66 Healey overrides while designing something that was practical to make.

### 67 **About the Chrome Plating**

68 Decorative chrome plating on automotive trim is often called nickel-chrome plating  
69 because nickel is always electroplated onto the object before the chrome. For maximum  
70 corrosion resistance, our overrides are nickel plated (0.005MM), then copper plated  
71 (0.025-0.030MM), after which they are polished. They then receive a layer of semi-  
72 bright nickel (0.015-0.018MM) then bright nickel (0.008-0.012MM). They are polished  
73 again, and finally chrome plated, after which they are polished once more. The nickel  
74 plating actually provides the smoothness, and most of the rust and corrosion resistance,  
75 which is greatly increased by the layering of two different nickel compounds. Contrary to  
76 what you may have heard, most of the reflectivity you see is due to the nickel. The  
77 chrome plating is exceptionally thin, measured in millionths of an inch rather than in  
78 thousandths. When you look at a decorative chromium plated surface like these  
79 overrides, most of what you are seeing is actually the effects of the nickel plating. The  
80 chrome adds a bluish cast, protects the nickel against tarnish, minimizes scratching,  
81 and symbiotically contributes to corrosion resistance. But the point is, without the  
82 brilliant nickel undercoating, you would not have the beautiful reflective surface we all  
83 call chrome.

### 84 **Caring for Chrome**

85 Clean all the chrome trim with soap and warm water only. DO NOT use harsh abrasives  
86 or polishing compounds to clean the chrome trim. Hard as it is, it is easy to scratch the  
87 chrome finish, leaving visible scratches and haze marks. After the chrome trim has  
88 been cleaned and dried, apply a coat of good-quality non-abrasive automotive wax. If  
89 you drive your vehicle in winter where the roads are treated for ice, or if you live near  
90 the coast, the chrome trim is exposed to moisture and salt and there is not much you  
91 can do about it except to clean and wax the chrome trim following any outing. Weekly  
92 maintenance in the face of such harsh conditions is the only way to properly protect and  
93 maintain your chrome trim.

94  
95 *The changes made to this product are significant and we feel the overall quality of the product has been improved*  
96 *substantially. We are very happy with the end result, and we believe you will too. Your comments are always welcome. Call*  
97 *Technical Services at 805-681-3411, or use the simple email form on the "Contact Us" page on our website:*  
98 <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>  
99



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