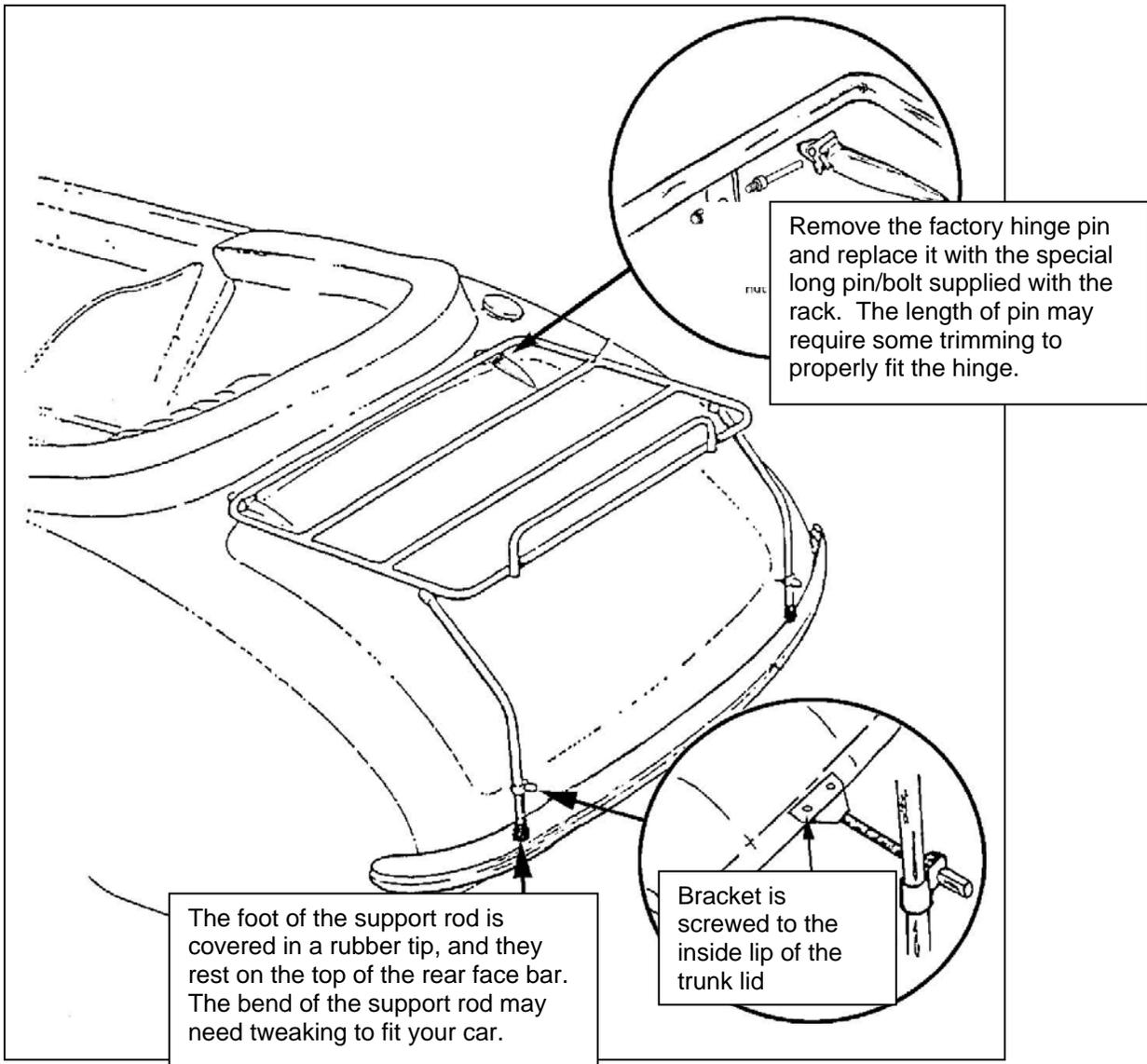


# Supplemental Information & Instructions for 644-730 or 17H9932 LUGGAGE RACK, OE STYLE Austin Healey 100-6, 3000

*This rack is an authentic reproduction of the factory-optional rack supplied in the sixties by B.M.C. The design is very clever in that the load on the rack is supported entirely by the shroud and the rear bumper/bumper mounts. If the rack were to be bolted to the boot lid, the skin would be severely dented and the lid would be distorted out of shape. The boot lid is totally unsuited for a luggage rack, and the factory rack was designed around this problem.*

## Factory Installation



13 **Alternate Installation (Phillips)**

14 *A friend of mine in the Austin Healey Club came up with a variation on the installation that is a*  
15 *considerable improvement over the factory arrangement. Although we do not have the*  
16 *components needed, that are easy to obtain locally and the idea is too good not to share.*

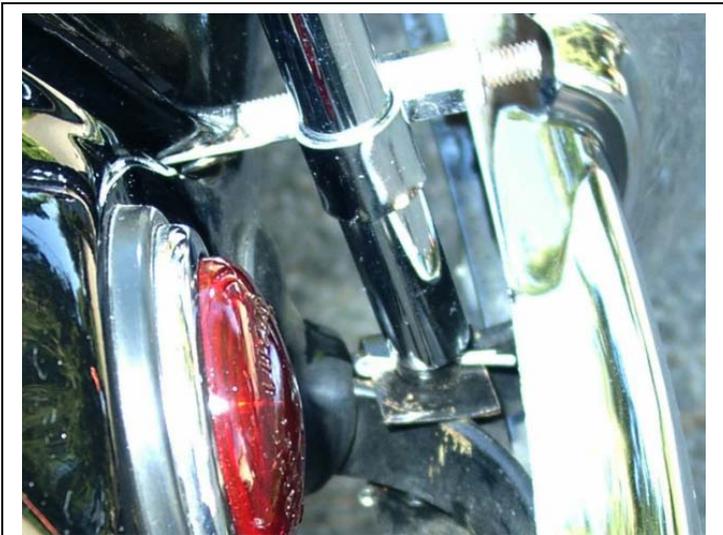
17 Pictures are of a 100-  
18 4; the rack is of the  
19 same basic design as  
20 the 644-730.



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26 Rack is secured to the OE trunk  
27 hinges, which have hinge pins that can  
28 be pressed out. *The hinges Moss sells*  
29 *are not useable because the chrome*  
30 *plating is done after the pin is inserted.*  
31 *If you push the pin out, you will chip*  
32 *the chrome.*



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36 The support struts are secured to the lower  
37 lip of the trunk lid and were designed to  
38 rest on top of the bumper face bar. This  
39 was a poor idea, and Ron Phillips came up  
40 with a nifty idea- positively locate the ends  
41 and bring them in to sit on top of the  
42 bumper irons.



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54 The support struts are secured to the lower  
55 lip of the trunk lid with screws and I  
56 suggest Nyloc nuts. Some people use pop  
57 rivets but those will work loose over time.  
58 You will have to work the location of the  
59 brackets out based on trial fitting the  
60 pieces.



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The support struts is hollow. It fits over the top of a pin which is secured inside the "V" in the bumper irons by cotter pins. The support strut actually is resting on the cotter pin.

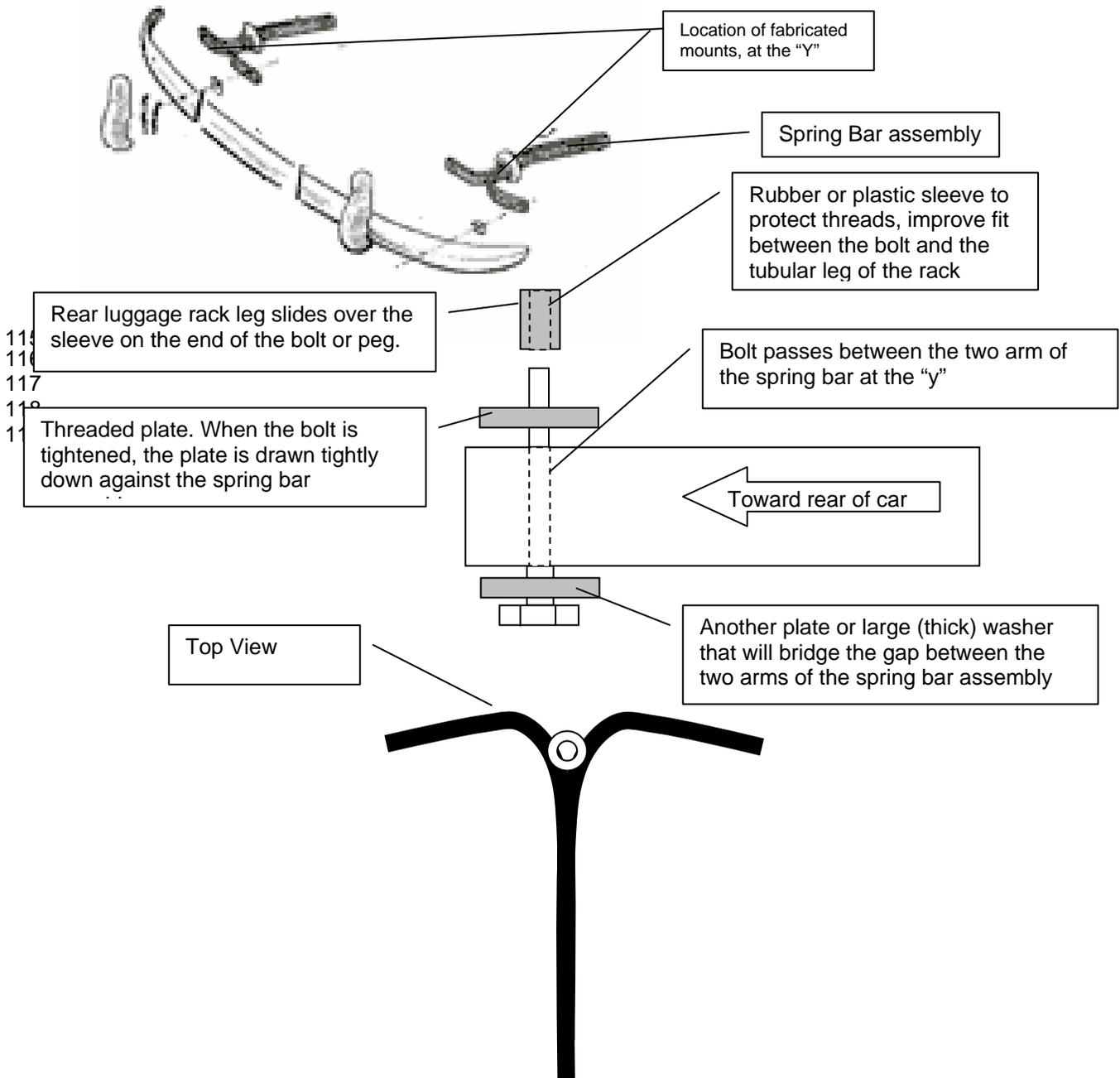


The pin assembly by itself



The struts were bent to bring the ends in a little, and the ends may have been trimmed to achieve the optimum fit. *If trimmed, paint the raw ends carefully with a brush to delay the formation of rust.*





*This alternate installation is going to require some improvisation on your part. You may run into problems not addressed here, and they will need to be resolved. If you have any doubts about your ability to successfully complete this project, please retain the services of a professional mechanic/fabricator with experience working on vintage cars or street rods. If you have any suggestions (especially those with digital photos) for improving the quality of these instructions, please contact Moss Technical Services, 805-681-3400.*



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