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**Supplemental Information**  
**for**  
**806-785 (two of 14B5494) Scuttle Seal Set**  
**805-185 (14B5496 and 14B5499) Bracket Set**  
**Austin Healey 100 BN2 from body number 11143**  
Retro-fitted by the dealers to the BN1, early BN2



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We offer the scuttle seals in a pair (1a). Each piece is long enough to do one side of the car. The scuttle area on the BN1 and the early BN2 had problems with water leaks where the fender, cowl, and front end of the door come together. At body number 11143, the factory introduced a scuttle seal that consisted of a flat strip (2a) that was hidden behind the front flap (2b), which incorporated a rain channel or gutter (2c). The scuttle seal was secured by a metal bracket that was hidden inside the channel (2d).

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There is a factory service bulletin explaining the problem and the new scuttle seal. We understand that customers with a BN1 or an early BN2 that complained about leaks to the dealer could have the BN2 scuttle seal installed on their car.

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The BN1 has a metal channel that has to be removed, and that is a permanent modification which we do not encourage. However, if you have a BN1 or early BN2 that was modified by the dealer, you can replace the seals if the old ones have perished.

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These seals are retained by special brackets that are secured to the fender and the shroud edge. The OE numbers 14B5496 and 14B5499 have been NLS for decades. We buy ours from Kilmartin in Australia. They are sold as a set of four brackets under 805-185 (Fig 3).

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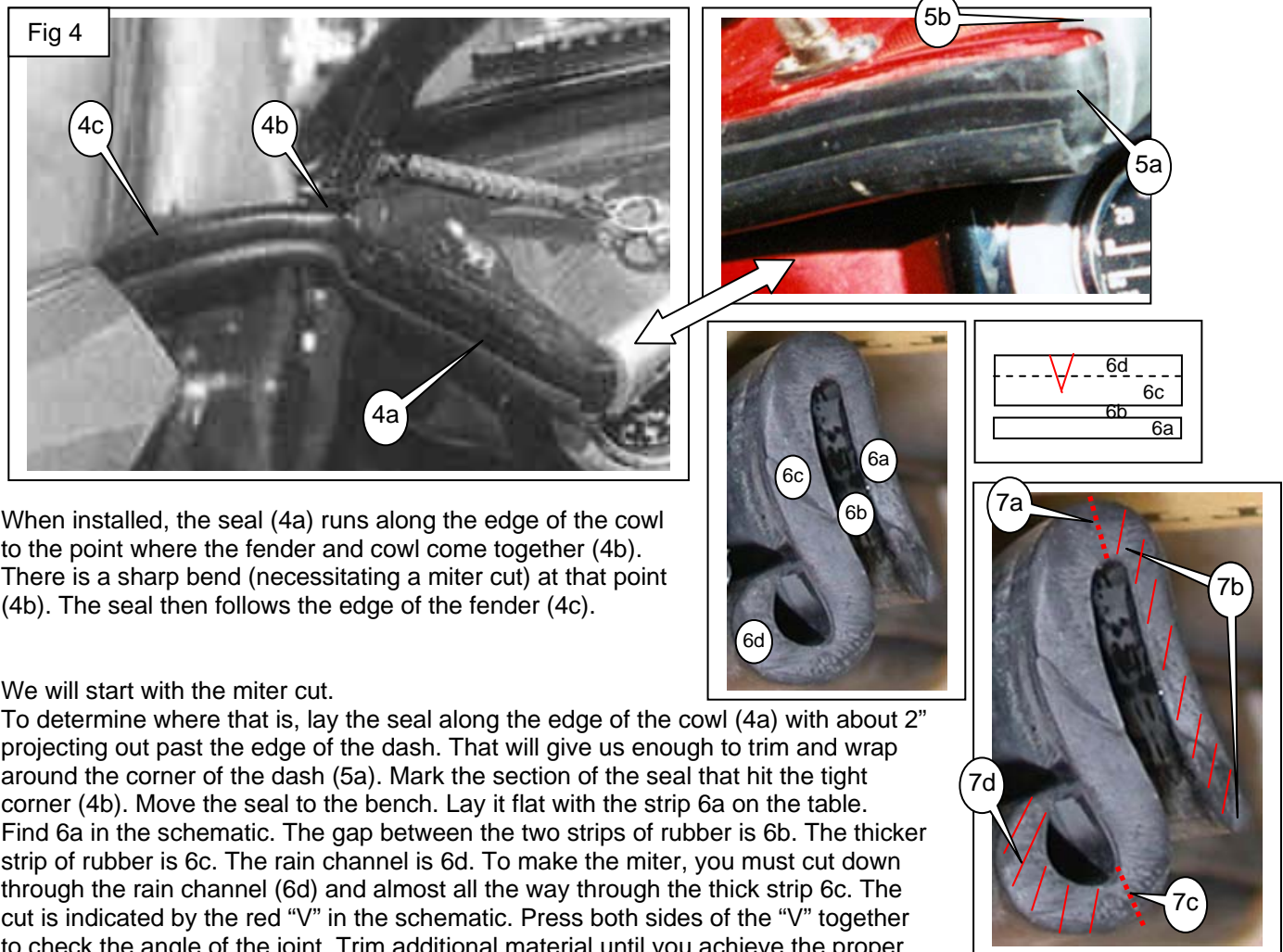
The scuttle seal extends down along the upper curve of the front fender, and is held in place by the bracket that screwed to the hinge pillar and the other bracket secured along the shroud edge.

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*I am deeply indebted to Kent Lacy and Roger Moment for the information they provided about these seals. Any errors or omissions are mine.  
Michael Grant, Product Manager, Moss Motors.*



55 At this time, the best information on these seals is in Austin Healey 100/100-6/3000 Restoration Guide, by  
56 Gary Anderson and Roger Moment. If you do not have a copy, check with your local Austin Healey Club.  
57 They may have a copy they loan to members. Whether you intend to have work done, or do it yourself,  
58 you should have a copy of this reference book in your library. The book is available from Moss as 211-  
59 585. The picture below appears on page 53. *Photos courtesy of Roger Moment.*



78 When installed, the seal (4a) runs along the edge of the cowl  
79 to the point where the fender and cowl come together (4b).  
80 There is a sharp bend (necessitating a miter cut) at that point  
81 (4b). The seal then follows the edge of the fender (4c).  
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84 We will start with the miter cut.

85 To determine where that is, lay the seal along the edge of the cowl (4a) with about 2"  
86 projecting out past the edge of the dash. That will give us enough to trim and wrap  
87 around the corner of the dash (5a). Mark the section of the seal that hit the tight  
88 corner (4b). Move the seal to the bench. Lay it flat with the strip 6a on the table.  
89 Find 6a in the schematic. The gap between the two strips of rubber is 6b. The thicker  
90 strip of rubber is 6c. The rain channel is 6d. To make the miter, you must cut down  
91 through the rain channel (6d) and almost all the way through the thick strip 6c. The  
92 cut is indicated by the red "V" in the schematic. Press both sides of the "V" together  
93 to check the angle of the joint. Trim additional material until you achieve the proper  
94 fit. Once you have it so it fits, carefully super glue the two sides of the "V" together.

95 Now to the end that wraps around the corner of the dash. Trim the strip (7b) flush with the front edge of the  
96 dash by carefully cutting the seal along the line (7a) for about 1 ½ inches. Give some thought as to how this  
97 will look when you are done, and be very careful. Take your time. A single edge razor blade will do the trick.  
98 Trim the rain channel (7d) back the same distance by cutting back on the line 7c. This leaves a flat strip of  
99 rubber about 1 ½ inches long. This flap (5a) is then folded over to hide the raw edge where the first flap was  
100 trimmed (7b). This flat strap is secured by a #6 raised head Phillips screw, about 1/2 - 3/4" long. The  
101 aluminum cockpit molding (5b) is then installed, covering the end of the flat strap of rubber (5a) and the screw  
102 securing the strap to the dash. Once the aluminum cockpit rail is secured, you will have a nicely finished  
103 corner.



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