

Essential Maintenance for the Big Healey

Presented by Bruce Phillips
Healey Surgeons
Takoma Park, Md



This highlights the maintenance package that I provide to Healey Owners

- Change Engine Oil and Filter
 - Fairly straightforward, but take care to install the filter end plate correctly. Clean out any gunk in the housing.
 - Sump oil drain plug 1 & 1/8 “ size.
 - Quantity 7.5 quarts, Valvoline VR-1 Racing oil SAE 20W/50 suggested. It has a high Zinc content
 - Check for correct oil pressure on engine restart and use the dipstick to check the level *after* you run the engine.



Change Transmission Oil, clean filter and magnets



- There is a separate drain for the gearbox and for the overdrive.
- For early cars 1&3/4" square drive, 3000 models 7/16" square.
- The O/D filter is inside here, so is the magnet.

Change Differential Oil



- A small oil transfer pump like this is handy.
- The diff is full when a little oil leaks out, or you can feel it when you put your finger in the hole.
- Use 80W/90 EP Gear Oil

Check Steering Box, top off as needed



- Unscrew the big plug on top of the box and refill with SAE 85W/140 gear oil
- Plug size $\frac{3}{4}$ "
- Do not overfill

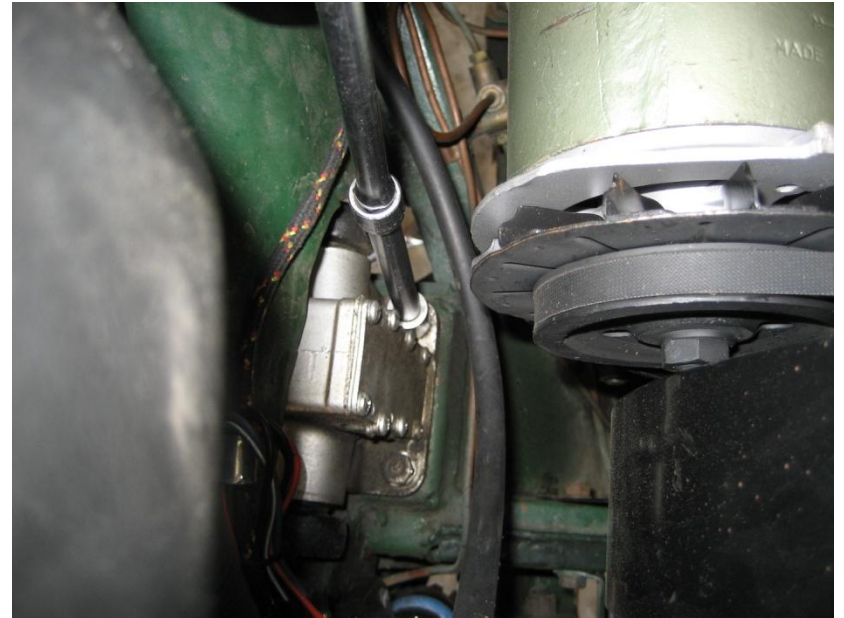
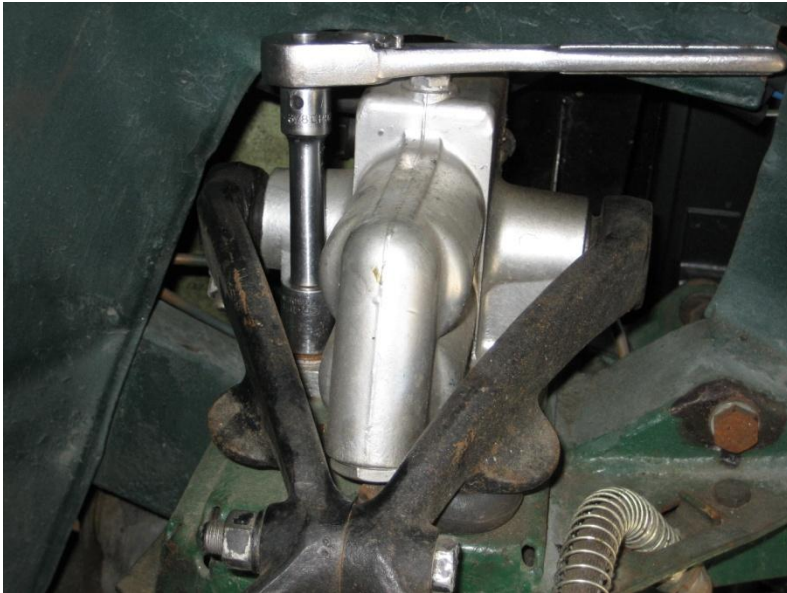
Check Steering Idler, top off as necessary



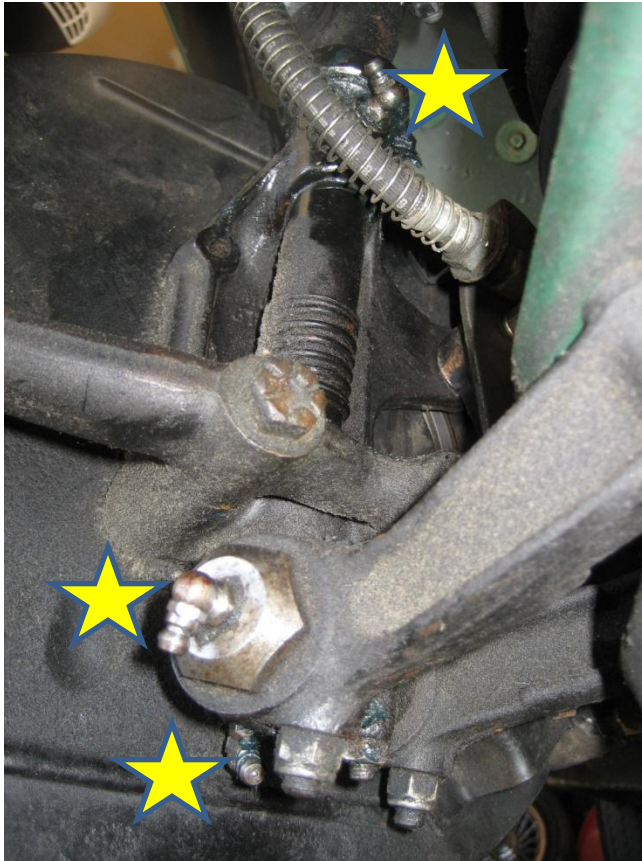
- Remove this plug and check for oil SAE 85W/140.
- Top off as required, do not overfill.

Tighten Front and Rear Shock mounting bolts

- These bolts shown hold the front of your Healey suspension together and they can come loose.



Grease Front Suspension King Pins, and lower swivels



- There are many grease points on each side, this BJ8 has 3 visible but there may be more !
- Use the grease gun until new grease oozes out around the fittings. This will flush the old grease out.

Check Center and Side Rod ball joints for excessive relative movement

- If they have grease zerks – Grease em !

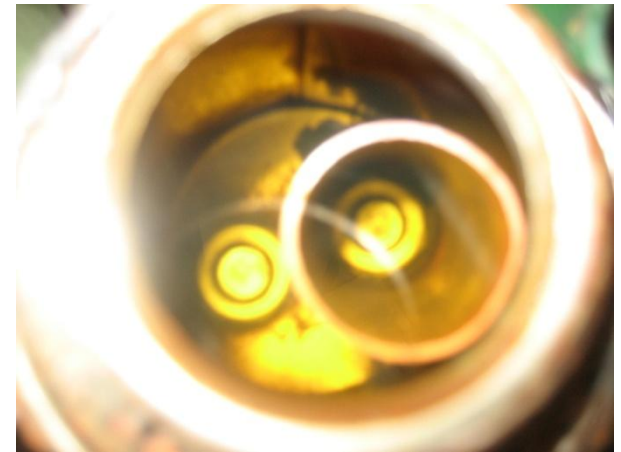


Healey Surgeons

(301) 270-8811 Fax (301) 357-9478

Change Brake Fluid - if old

- Brake Fluid Level should reach the top of the inner can.
- Outer portion feeds the brakes, inner the clutch.
- If fluid is low, look for leaks and make necessary repairs.
- Examine the flexible brake & clutch lines. Consider replacing them if > 10 years old.
- Finally Stomp on the brakes, hold the pressure for 10 seconds and then look for leaks.



View of top of
Hydraulic reservoir

Check the brake pads

- If they are worn, replace them !



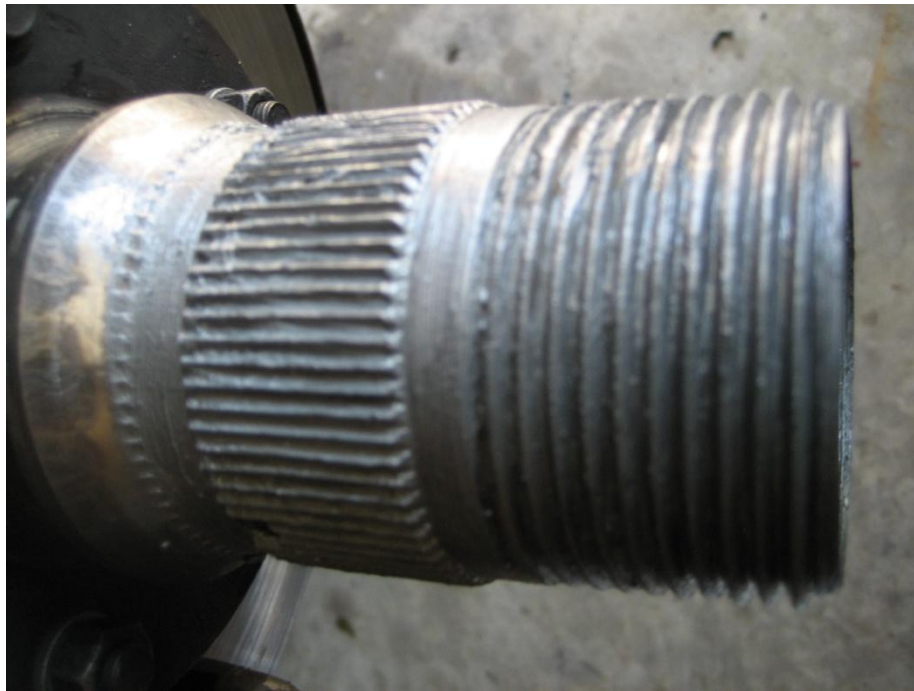
Front wheels and King Pins

- Spin the front wheels and listen for noisy bearings.
- Replace any noisy bearings.
- Grab the bottom of the front wheel and try to move it in and out. **IF** there is any movement it could be either King Pins or wheel bearings.
- Pump grease into the bottom King Pin fitting, if the movement persists, it means a wheel bearing problem
 - Worn out or
 - Not shimmed properly.



Remove all 4 wheels, clean splines, hub wheel threads & regrease

- After you clean them, examine the splines for wear . The splines should not have sharp edges.



Check coolant

- Make sure the level is within an inch of the bottom of the fill neck.
- Check the freeze point, -34F is the freeze point of 50/50 coolant/water. Higher freeze point than that and you have more water than coolant.
- Check the hoses and fan belt, replace if any cracks/bulges are visible.
- Fan belt tension should allow ½ inch movement on the long side. Too tight and you will kill the generator and water pump bearings
- Check the radiator cap or better still replace it.
- When did you last change the coolant ? If over 2 years ago, drain it (2 drain taps, radiator and engine block), flush with water and fill with fresh coolant. The rust and corrosion inhibitors lose their effectiveness over time.



Points to Lubricate

- Door Hinges
- Door Strikers
- Throttle Linkages
- Handbrake Linkages
- Bonnet Catch
- Carburettor Dash Pots – engine oil will do

- I use ATF

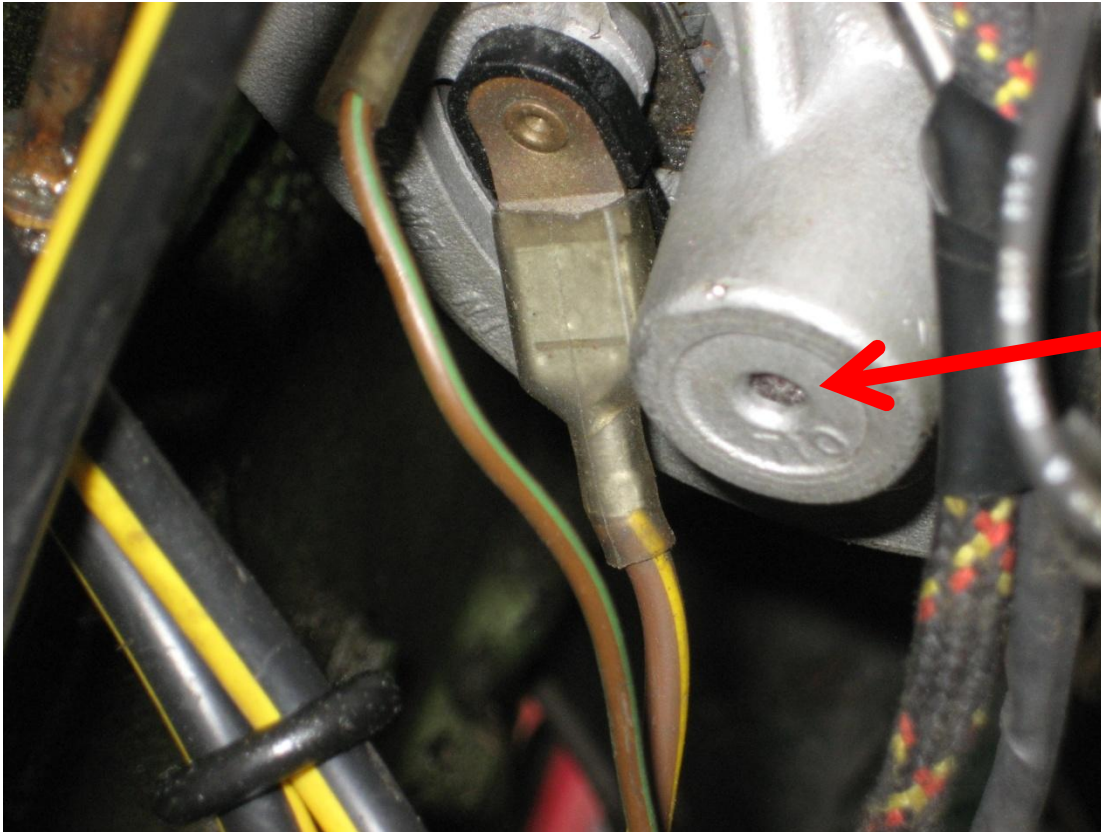


Points to Grease

- All 6 or 12 Grease fittings on front suspension (depends on model)
- Drive Shaft U Joints - front and rear
- Handbrake Pivot
- Handbrake Cable
- Rear Spring Shackle – if fitted
- Generator Bearing Wick (oil



Generator rear bearing



- Add a few drops of 30 weight non detergent oil in here.

Check Battery

- If not a sealed unit, check for correct electrolyte level. Add distilled water as needed.
- Check the battery terminals, if corrosion is present, clean them.
- Make sure the battery hold down clamps are tight.



Clean out the area *behind* the rear wheels



- Flush this out with a hose.
- Dirt can accumulate here and start rust.

Clean out the area *In front* of the rear wheels



- Flush this out with a hose.
- Dirt can accumulate here and start rust.
- This is a very common area for rusting.

Clean out the area *behind the front wheels*



- Flush this out with a hose.
- Dirt can accumulate here and start rust.
-

Any Questions ?



Healey Surgeons

(301) 270-8811 Fax (301) 357-9478