

## KIT CONTENTS

**Note:** These kits are very comprehensive

### Chassis

Fully triangulated Mig. welded, Jig built backbone chassis

Rear Upper & Lower Wishbones - coated

Front Upper & Lower Wishbones - coated

All Wishbone bushes, fitted.

Front Upper & Lower Balljoint

Rear Hub Carriers - coated

New Driveshafts

Diff. Mounting Arms with bushes

Diff. Rear support with bush

Complete, plated hardware set

Roll over bar / seat belt posts

Brackets or mounting points for,

radiator, anti roll bar, fuel tank,

bumpers, exhaust system, seats & belts

Modification of customer's hand brake cable

and steering link.

Build Manual

### Bodyshell

Semi-monocoque structure incorporating floor pan

Jig bonded to outer shell with, coremat,

woven roving and marine ply sandwich reinforcement.

Double skinned doors, boot lid & bonnet

choice of fascia style. Louvred - 100M style

bonnet. Door hinges, authentic boot hinges

and lock. Bonnet hinges and bonnet lock.

Door striker pins. Brackets for mounting steering column,

Pedal box and Servo. Rear bulkhead & seatbelt recesses.

### Suspension Pack

Fully adj. front shockabsorbers with springs

Fully adj. rear shockabsorbers with springs

Front anti-roll bar with mounting blocks,

bolts, drop links, rubber bushes and rose joints.

### Windscreen Kit

Curved, authentic, laminated glass

chrome on brass frame.

All sealing rubbers,

Cast alloy pillars

Steel brackets & mounting blocks.

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**HALDANE**  
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## 'BUY-AS-YOU-BUILD' PROGRAMME

1. Order Chassis kit and required options, including suspension kit and exhaust.
2. Source parts from Shopping List, sending components marked \* to Haldane for modification.
3. Strip and refurbish components as required, including ends from driveshafts.
4. Advise Haldane of driveshaft diameter.
5. Collect chassis, assemble driveshafts and build up chassis with suspension, steering, engine, transmission, diff., hubs, brake and fuel lines, radiator, exhaust system.
6. During 5, order bodyshell and components from Haldane.
7. Order components from Specialist Suppliers.
8. Collect bodyshell, fit Servo, pedals, bonnet and boot, then bolt to chassis.
9. Order trim, sidescreen kit and seats, plus wiring loom from Haldane.
10. Test fit fascia, and with it in position line up and fit steering column with brackets provided.
11. Fit instruments to fascia, fit lights, fit wiring loom and re-fit fascia. Fit fuel tank etc.
12. Build windscreen complete and fit to bodyshell.
13. Order Weather equipment and bumpers from Haldane.
14. Fit roll over bar - check seatbelt installation and then fit rear bulkhead. Build sidescreens.
15. Hang doors, trim interior, fit seats and belts.
16. Finish off engine compartment, refit bonnet and boot.
17. Remaining detail finishing including weather equipment.

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## Shopping List

### Pre-owned Parts

#### **MK4 or 5 Cortina**

Front uprights, hubs, discs, calipers, radiator

#### **MK 2 Escort**

Steering rack, mounting clamps and rubbers. Track rod ends.

Steering column, inner shaft\*

#### **Sierra**

Steering column and link\*

Pedal box (brake, clutch and throttle)

Servo and master cylinder

Washer bottle, header tank

door locks

Radiator fan (one of two)

Engine, gearbox, differential, drive shafts#

Rear hubs and brakes (9")

Hand Brake Cable\* (new)

#### **B.L.**

Mini wiper assembly (2 speed)

Allegro/Marina under fascia

Vent Hose (get 4)

Instruments - Dolomite Sprint (lowest cost option)

Allegro hand brake

\* required by us for modification

# advise diameter

## Shopping List

### Specialist Suppliers

Headlights 7" with sidelights

Indicators - domed or flat glass

Stop Tail Lights

Number Plate Lights

Instruments (if Dolomite/Spitfire NOT found)

Steering Wheel

Locking Filler Cap 2"

Wiper Blades Stainless

Wiper Arms "

Hand Brake Cable

Horns

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## GENERAL INFORMATION

The Austin Healey 100 made its appearance in 1953 and when production was discontinued in 1956 over 14,500 cars had been produced. Of these, at least 90% were exported. From this overall production figure 640 cars were sold with a "le mans" engine modification kit. These cars were known as the 100-M and concours condition examples of this high performance car now change hands for between £40-£50,000. Our HD-100 with its louvred bonnet and two-colour bodyshell replicates the general appearance of the 100-M and in utilising authentic style bumpers, grills and other chrome work, the HD-100 is never assumed to be a component car, admirers usually expressing interest in the wonderful restoration job which the owner has achieved!

The HD-100 is designed around Ford components. It does not use cross members or suspension components from heavier saloon cars which, if applied to lighter kit cars, usually result in handling which is harsh and at best a compromise and at worse, a nightmare. Instead the HD-100 employs a fully independent wishbone suspension incorporating Ford hubs with standard brakes and callipers. In addition, we provide a shopping list which enables you to select those parts required for refurbishment and the usual time consuming work such as replacing suspension bushes on old components is simply not necessary. We estimate the build time to be approximately 250 hours. Timescales can, of course, vary considerably depending on your skill, experience and the facilities available. However, since the suspension comes complete with all bushes fitted and a bolt pack is provided with the chassis, the car is very quickly assembled to rolling chassis state with engine, gearbox and all ancillaries installed. Being a semi-monocoque bodyshell this can then be placed over the assembled chassis and the remaining components then fitted together with trim and the electrical installation. The whole design philosophy of the HD-100 has been to ensure both an enjoyable and trouble free build, resulting in equally enjoyable sportscar motoring.

The engine which we recommend and which is now becoming increasingly available is the Sierra 2 ltr DOHC with management system, 5-speed gearbox and in some instances, catalytic

converter system. A simple alternative, equally powerful but less refined is the Pinto 2 ltr, preferably from a Sierra, and again with 5-speed box. Ideally the engine, gearbox, rear differential drive shafts and hubs with brake assemblies should be obtained from the one car.

Several customers whose cars are now ready for the road have been pleasantly surprised at the insurance quotation which they have received. This is because the HD-100 has an enviable reputation for strength of design and ease of build and repair.

Both the HD-100 and HD-300 employ the one design of chassis only the bodyshell shape being different, all other components being common to both. The car is capable of production line assembly and when UK type approval is formulated the design will be submitted for approval and if fully built cars are available the usual depreciation which normally applies to kit cars will not apply to the HD-100. A part-build service is also available as are reconditioned components which are purchased and refurbished to individual requirements. Alternative engine installation can be considered and we shall be pleased to discuss these with anyone who is interested. The HD-300 is now available with a complete range of options including side vents, sidescreens and 3000 Mk 1 or Mk2 grills. It is possible to use our HD-300 bodyshell to fully replicate the works Rally car original examples of which change hands for around £120,000.

The overall feel and performance of the HD-100 is thoroughly satisfying. The handling is precise and secure and the braking system with Sierra Servo is simply superb. With a power to weight ratio of over 170 bhp/ton there is considerable potential for enjoyable and exhilarating motoring including long distance touring. With generous boot space, a softtop tonneau or hardtop and a double skinned boot lid capable of supporting a chrome luggage rack, the South of France is well within your reach!

## HALDANE HD-100 MK 2 - TECHNICAL SPECIFICATION

**Body** Offering a choice of 100 or 3000 styling, these bodyshells are mouldings of the highest quality in one or two colour gel-coat finish, or grey primer gel for spray painting. The semi-monocoque structure features an integral floorpan, marine ply bonded into sills and scuttle area and core-matt, woven roving and uni-directional glass reinforcement incorporated to present a totally sealed and rigid structure. The doors, boot and bonnet are doubled skinned. Door apertures are heavily reinforced and wheel arches have return edges for added strength. Front wheel inner arches add further rigidity to the engine compartment. A rear bulkhead is supplied for bonding in with adhesive after the roll over mounts are installed on the chassis and a front skirt covering the gap between the body and the front bumper is supplied pre-cut in gelcoat finish. The floorpan accepts either right hand or left hand drive installation. There is a choice of either authentic style fascia or wood veneer glove compartment style recommended in particular for the HD-300.

**Chassis** A professionally designed multi tubular, fully triangulated, backbone chassis is jig welded in our own factory. All brackets, anti-roll, and roll-over bar mounts together with seatbelt fixtures are incorporated to comply with TUV and other approval standards. The chassis also features outrigger and floor support tubes and when bolted to the substantial body-shell creates a unit of outstanding rigidity and crash resistance.

**Suspension** The sophisticated double wishbone suspension designed by use of a Geoscan Computer programme, utilises Cortina front uprights with brakes and the Sierra differential, drive shafts, hub bearings and brakes at the rear. Correctly rated shock-absorbers and springs are employed, the shock absorbers having 27 position setting and an adjustable spring pan to enable the car to be set at exactly the correct ride height. New shorter drive shafts are supplied and included in the base chassis kit.

**Wiring Loom** Wiring Looms have been designed specifically for the HD-100 and these can accommodate normally aspirated and managed engines or the full management system as used on the Ford DOHC.

**Propshaft** A new propshaft fully balanced and available to match any gearbox and differential combination can be made available to order.

**Windscreen** The windscreen used is curved laminated glass to the original pattern with an authentic style chrome on brass surround. The windscreen pillars are cast alloy which are mounted onto brackets bolted directly to the marine ply sandwich structure in the bodyshell scuttle area.

**Roll Over Bar** Although not authentic in any way, a roll over bar is available for fitment through the body onto the chassis. This fits neatly under the hardtop or hood and is strongly recommended for added security in today's motoring environment.

**Wheels and Tyres** Subject to cost consideration, the following rims can be fitted to the Ford hubs:-

1. 14" Ford Steel
2. 15" Steel Chrome with Wire Basket
3. 15" 'Minilite' Alloy Replica
4. 15" Bolt-On Wire.