MISCELLANEOUS

ELECTRIC CLOCK

Removal

Detach the earth lead from the battery. Remove the revolution counter from the instrument panel as detailed under "Revolution Counter and Clock Removal." Detach the clock from the rear face of the revolution counter by removing the two nuts. The flexible setting drive can be removed by slackening the knurled nut. Disconnect the cable at the snap connector.

Refitting

Refitting is the reverse of the removal procedure.

Adjustment

Adjustment is effected by means of a small screw surrounded by a semi-circular scale located at the back of the instrument.

Important

The electric time clock, incorporates a rectifier. If at any time the clock is removed for servicing and subsequent testing on the bench, IT IS MOST IMPORTANT that the feed terminal on the back of the clock is connected to the negative side of the battery and that the outer casing of the clock is positively earthed. Incorrect connection of a rectified clock to the battery will **instantly destroy the rectifier.**

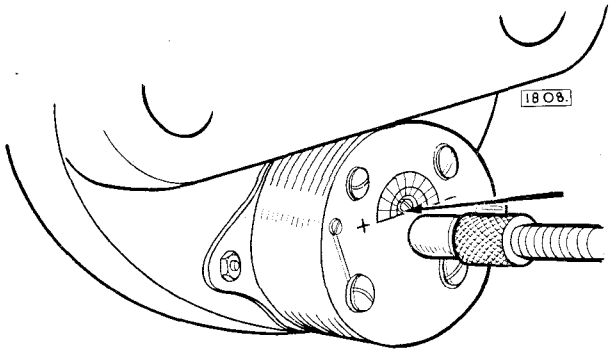


Fig. 45. Adjustment screw for clock.

If the clock is gaining turn the screw towards the minus (—) sign ; if the clock is losing turn the screw towards the positive (+) sign.

Note : The action of resetting the hands automatically restarts the clock.

BRAKE FLUID AND HANDBRAKE WARNING LIGHT

Renewing the Bulb

Unscrew the bezel of the lamp, exercising care to control the run of the spring loaded bulb beneath. Feed the bulb into the spring-loaded bulb holder, ensure that the red transparent window is retained in the bezel by a small circlip, position the designation plate on the bulb holder and screw on the bezel.

CARBURETTER MIXTURE CONTROL WARNING LIGHT

Renewing the Bulb

Remove the dash casing from beneath the steering column by withdrawing four screws and the two screwed bezels from the flexible odometer and clock setting drives. Withdraw the bulb holder from the rear of the light unit above the lever quadrant and withdraw the bulb by rotating it anti-clockwise. Replace the bulb and the remaining components by reversing the removal sequence.

The lamp unit can be removed from the hidden face of the side facia panel after the bulb holder has been removed by unscrewing the body of the unit and withdrawing the red transparent window from the front face of the facia board, the chrome bezel can be prised out if necessary. The replacement of the lamp unit is the reverse of the removal sequence but the angled bracket must not be omitted.

SETTING THE CARBURETTER MIXTURE CONTROL WARNING LIGHT SWITCH

Remove the dash casing from beneath the steering column by withdrawing four screws and the two screwed bezels from the flexible odometer and clock setting drives. Set the lever of the carburetter mixture control $\frac{1}{4}$" (6.350 mm.) from the bottom limit of its travel when a click will be heard and utilizing the two nuts on the threaded shank of the switch position the switch so the warning light ceases to glow when the ignition is switched "on". Actuate the lever up and down once or twice and make any final adjustments necessary. Replace the components by reversing the removal sequence.

FLASHING INDICATOR CONTROL

Removal

Disconnect the earth lead at the battery. Detach the upper and lower switch covers from around the steering column by removing the two sunken screws and three screws from below. Disconnect the seven cable harness at the snap connectors at the left-hand side of the steering column. Detach the flasher indicator control from the left-hand side of the steering column by withdrawing two horizontally positioned screws from the right-hand side.

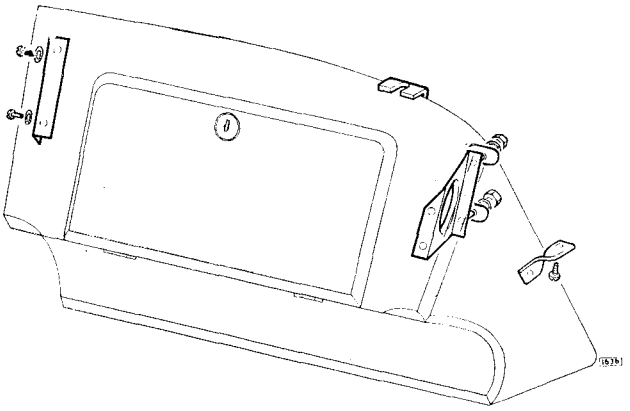


Fig. 49. The glovebox showing the attachment details. The forked bracket at the top edge secures one side of the screen rail.

THE GLOVEBOX

Removal

Detach the earth lead from the battery.

Remove the two thumb screws securing the instrument panel to the body and allow the panel to rest in the horizontal position.

Unscrew the two nuts and slide the screen rail off the mounting brackets.

Remove the four screws securing the dash casing under the glove box.

Remove the two screws and serrated washers at the side of the instrument panel securing the side of the glove box to the body.

Remove the detachable side panel of the glovebox adjacent to the light switch ; the panel is retained in position by means of an adhesive.

Remove the two nuts and washers at the rear of the glovebox securing the glovebox to the body nearest the door.

Remove the drive screw at the rear of the glovebox securing the steady bracket to the body.

Remove the two nuts, plain and serrated washers securing the wooden finishing strip along the front of the newspaper tray.

Disconnect the two electrical cables from the glovebox illumination light at the snap connectors.

Withdraw the glovebox.

Refitting

Refitting is the reverse of the removal procedure.

THE SPEEDOMETER

Removal

Remove the dash casing from beneath the side facia panel by withdrawing four screws and the two screwed bezels from the odometer and clock setting drives.

Detach the earth lead from the battery and raise the steering to the highest position. Detach the speedometer from the facia board by removing the two knurled nuts, earth lead and the two retaining pieces.

Withdraw the flexible drive from the centre of the instrument by slackening the knurled sleeve nut.

Remove the speedometer from the facia board ; identify and remove the three warning lamps and the two instrument illumination lamps from the hidden face of the instrument. Remove the odometer trip setting drive by slackening the knurled sleeve nut.

Refitting

Refitting is the reverse of the removal procedure. When inserting the instrument lights ensure :

(i) That the two instrument illumination lamps are inserted in the apertures at the side of the instrument.

(ii) That the headlamp warning light is inserted in the right-hand bottom aperture.

(iii) That the fuel warning light is inserted in the centre bottom aperture.

(iv) That the ignition warning light is inserted in the left-hand bottom aperture.

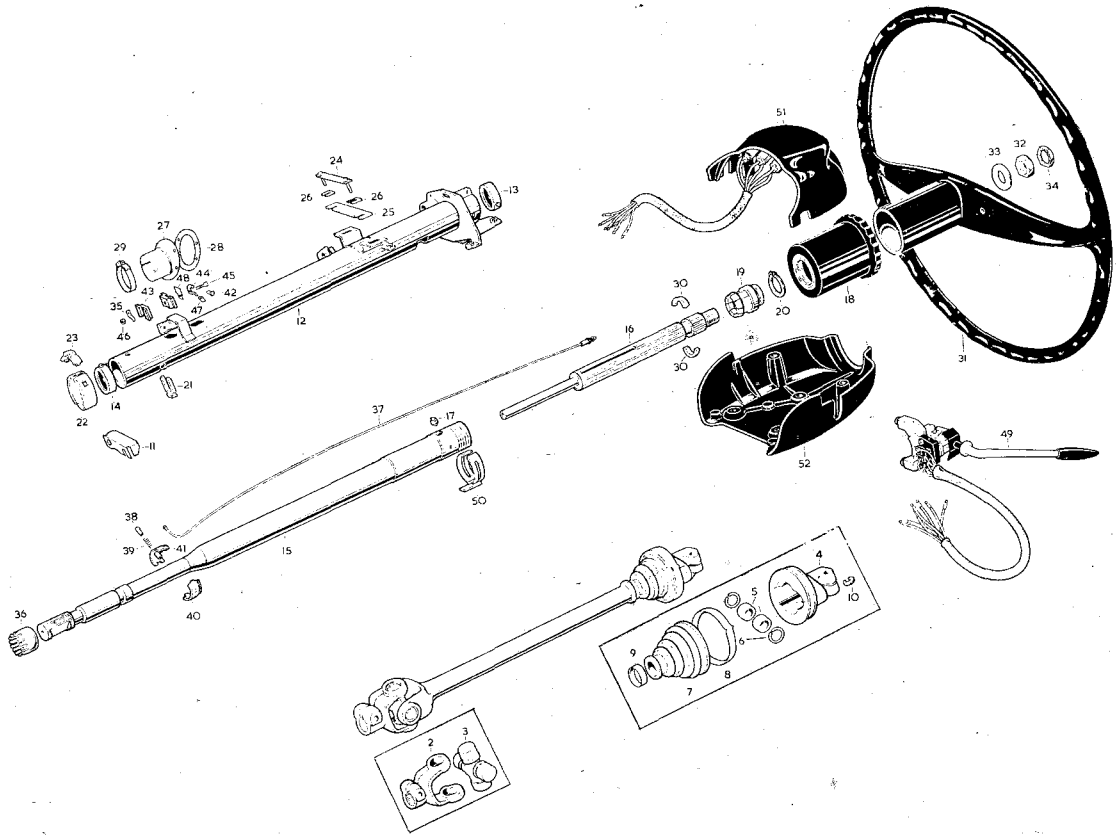
REVOLUTION COUNTER AND CLOCK

The revolution counter and clock are of the electrical type and the electrical leads to both are included in the car harness. The clock is mounted in the bottom of the revolution counter indicator head and to effect its removal, it is necessary to remove both speedometer and revolution counter from the side facia panel.

The revolution counter consists of an alternating current generator fitted to the distributor drive housing, driven through an adaptor from the distributor drive shaft, with an indicator head mounted in the side facia panel.

Removal

Remove the speedometer from the side facia panel as previously detailed, this will give the necessary working clearance. Detach the revolution counter from the facia board by removing two knurled nuts, earth lead and retaining pieces, then withdraw the revolution counter by removing the two centre leads and two instrument illumination bulbs from the hidden face of the instrument and from the clock at the snap connector. Detach the clock setting drive by slackening



1. Lower steering column assembly.
2. End yoke.
3. Journal assembly.
4. Socket.
5. Nylon roller.
6. Circlip-retaining roller.
7. Gaiter.
8. Clip securing gaiter.
9. Clip securing gaiter.
10. Distance washer.
11. Stoneguard.
12. Outer tube assembly.
13. Bearing (plastic).
14. Bearing (plastic).
15. Inner column.
16. Shaft.
17. Stop button.
18. Locknut.
19. Split collet.
20. Spring clip.
21. Thrust bearing.
22. Retaining ring.
23. Spring clip.
24. Screw plate assembly.
25. Spacer.
26. Shim.
27. Mounting bracket assembly.
28. Gasket.
29. Clip.
30. Split cone.
31. Steering wheel.
32. Nut.
33. Washer.
34. Locking nut.
35. Earth contact.
36. Slip ring.
37. Cable.
38. Contact.
39. Spring.
40. Rotor (bottom half).
41. Rotor (top half).
42. Eyelet.
43. Contact holder.
44. Contact.
45. Bolt.
46. Nut.
47. Rubber sleeve.
48. Fibre insulating strip.
49. Indicator switch.
50. Striker plate.
51. Switch cover (upper).
52. Switch cover (lower).

Fig. 6. Exploded view of the steering column assembly.