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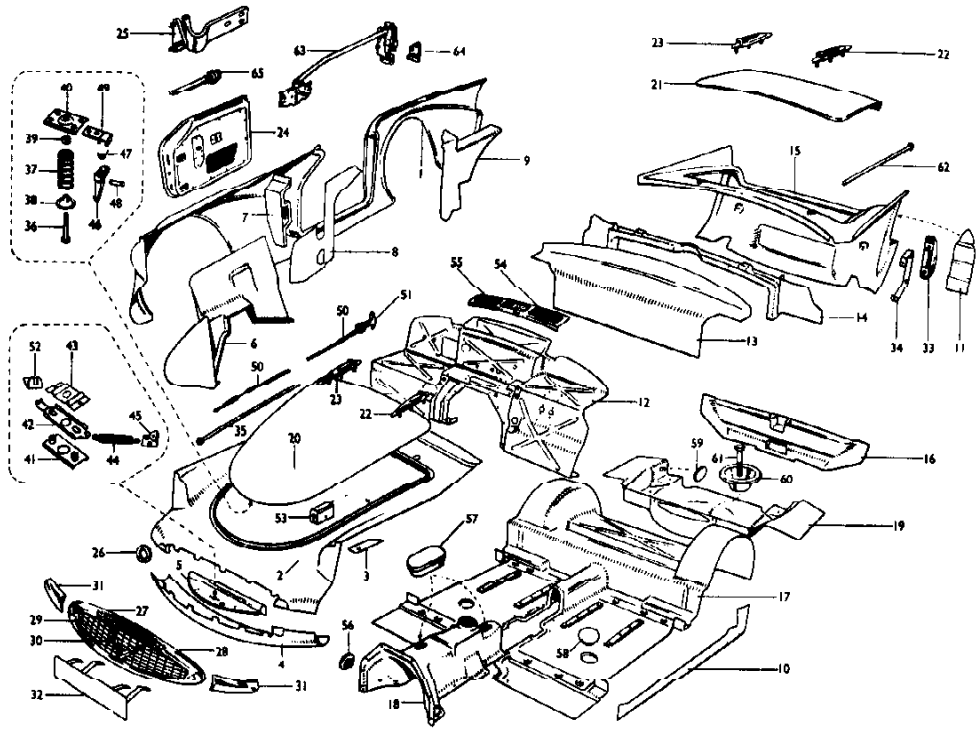

Figure Q1.

Exploded view of body shell, hoods and doors.

1. R.H. body side member.
2. Engine compartment hood.
3. Side lamp cover.
4. Body front bottom panel.
5. Engine hood lock mounting panel.
6. R.H. wing valance.
7. "A" post reinforcement.
8. "A" post closing panel.
9. "B" post closing panel.
10. L.H. door reinforcement.
11. Rear lamps mounting panel.
12. Rear engine bulkhead.
13. Cockpit rear squab.
14. Tonneau panel/boot hinge reinforcement.
15. Luggage boot aperture panel.
16. Body rear bottom panel.
17. Body floor assembly.
18. Transmission cover.
19. Spare-wheel compartment floor.
20. Engine hood.
21. Luggage boot hood.
22. L.H. hood hinge.
23. R.H. hood hinge.
24. R.H. door.
25. R.H. door hinge.
26. Tapping ring for flasher lamps
27. Front grille assembly.
28. Front grille surround.
29. Front grille mesh.
30. "V" motif.
31. Front grille side piece.
32. Front number plate support.
33. Rear over-rider.
34. Rear over-rider bracket.
35. Engine hood prop stay.
36. Engine hood lock striker pin.
37. Engine hood lock striker pin spring.
38. Engine hood lock striker pin thimble.
39. Engine hood lock striker pin locknut.
40. Engine hood lock striker pin plate.
41. Engine hood lock support plate.
42. Engine hood lock ward.
43. Engine hood lock locating plate.
44. Engine hood lock tension spring.
45. Engine hood lock spring bracket.
46. Engine hood safety hook.
47. Engine hood safety hook spring.
48. Engine hood safety lock joint pin.
49. Engine hood safety hook bracket.
50. Engine hood release cable.
51. Engine hood release toggle.
52. Engine hood release toggle bracket.
53. Engine hood rubber buffers.
54. Plenum chamber grille.
55. Plenum chamber lattice.
56. Clutch shaft blanking plugs.
57. Dipstick and prop shaft blanking plug.
58. Lifting jack blanking plugs.
59. Spare-wheel compartment blanking plug.
60. Spare-wheel cup washer.
61. Spare-wheel attachment bolt.
62. Luggage boot hood prop stay.
63. R.H. door lock.
64. R.H. door striker plate.
65. Door check strap.

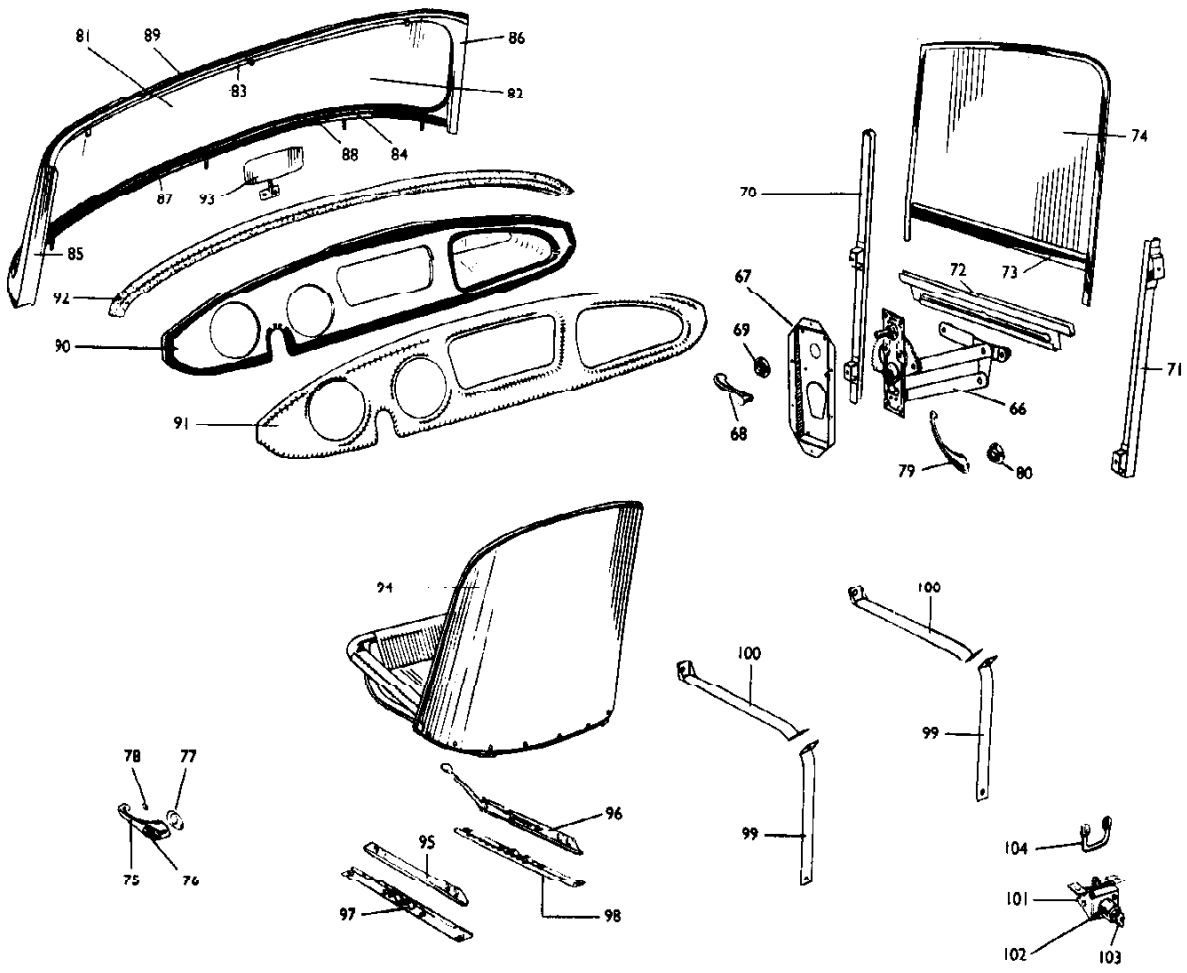

Figure Q2.

Exploded view of cockpit.

66. Side window regulator.
67. Side window regulator support panel.
68. Side window regulator handle.
69. Escutcheon plate.
70. Front glass-run channel.
71. Rear glass-run channel.
72. Bottom glass channel.
73. Bottom glass channel rubber.
74. Glass and metal frame assembly.
75. Exterior door handle.
76. Exterior door handle operating button.
77. Large door handle seating.
78. Small door handle seating.
79. Internal door handle.
80. Escutcheon plate.
81. Windscreen assembly.
82. Windscreen glass.
83. Top windscreen frame.
84. Bottom windscreen frame.
85. L.H. windscreen frame side post.
86. R.H. windscreen frame side post.
87. Windscreen glazing rubber.
88. Bottom windscreen sealing rubber.
89. Top windscreen sealing rubber.
90. Cockpit facia panel.
91. Cockpit facia trim panel.
92. Front cockpit padded rail
93. Rear view mirror.
94. Seat frame.
95. L.H. seat frame side channel.
96. R.H. seat frame side channel.
97. L.H. seat floor rail.
98. R.H. seat floor rail.
99. Bottom petrol tank strap.
100. Top petrol tank strap.
101. Luggage boot lock.
102. Luggage boot lock push button.
103. Luggage boot lock key.
104. Luggage boot striker.

THE BODY

DESCRIPTION

A sports type of body is fitted to the top face of the chassis frame at 26 points utilizing bolts with rubber pads interposed between body and chassis frame. The body is fabricated from a glass fibre material which is strong, it readily resists corrosion, it is resilient to blows, accidental damage is speedily repaired and the whole body shell is lighter than if it were fabricated from steel.

The cockpit is fully carpeted and trimmed, it has two adjustable bucket type front seats and a double bench type occasional seat in the rear. Two forward opening doors with external handles provide the means of entry and exit.

Weather protection is provided by a wrap around windscreen of laminated glass mounted in a metal frame, wind-up side windows and a soft weatherproof cockpit hood. The latter can be folded into a recess at the rear of the cockpit and covered by a small tonneau cover when necessary.

The cockpit facia is fully padded and has a locking "glove box" for personal effects. Envelope type pouches having elastic tops are incorporated in the two inside door trim panels.

The engine compartment is covered by an alligator type hood which is released for opening from inside the cockpit by pulling a toggle.

A spacious luggage boot is provided in the rear of the car, the false floor of which covers the spare wheel compartment.

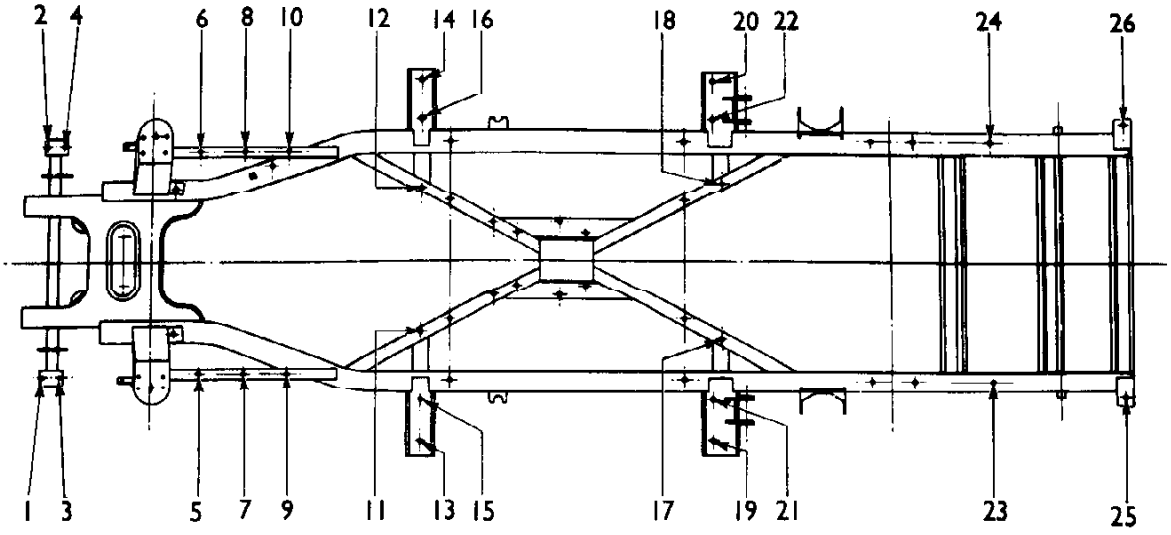

Figure Q3.

Chassis frame showing body mounting points.

BODY MOUNTINGS

The body is mounted on the top face of the chassis frame at twenty six points by bolts, cup washers, moulded mounting rubbers on the top face of the body and rubber pads interposed between the underside of the body and the top face of the chassis frame with all but front four mounting bolts screwing into welded nuts.

The front four mountings, two situated each side of the steering unit and idler brackets, have nuts on their underside and the bolts are of the same length as those used in the next twenty points. The two extreme rear body mounting bolts have longer bolts as these attach the rear over-rider brackets through the luggage boot floor, each side of the spare wheel compartment.

In some instances it may be found that more rubber pads are positioned between the underside of the body and top face of the chassis frame at one point than another, these should be identified as they are removed and a similar pack fitted when the body is being replaced.

REMOVAL AND REPLACEMENT
BODY SHELL

It is proposed to give only an outline of the work necessary for the removal and replacement of the body shell and more detailed information reference must be made to the various Sections concerned.

1. WORKING AT THE REAR OF THE CAR

Remove the petrol tank from inside the luggage boot as described in THE FUEL SYSTEM, SECTION F, Pt. 1.

Detach the over-riders and the brackets from the rear of the car as detailed on page Q29.

2. WORKING IN THE COCKPIT

Remove the control head from the centre of the steering wheel as detailed in THE ELECTRICAL EQUIPMENT SECTION O, Pt. 1.

Remove the steering wheel and steering column support bracket from the steering column as detailed in THE STEERING, SECTION L.

Remove the brake lever assembly from the top face of the chassis frame through the floor of the cockpit as detailed in THE BRAKING SYSTEM, SECTION N.

3. WORKING IN THE ENGINE COMPARTMENT

Remove the battery from the rear engine bulkhead, the earthing strip from the engine/gearbox mounting bolt, detach the electrical harness from the brake stop light switch, dynamo, thermostat transmitter and starter motor as detailed in the ELECTRICAL EQUIPMENT. SECTION O, Pt. 1.

Detach the radiator block connections and remove the radiator block from the front of the engine compartment as detailed in THE COOLING SYSTEM, SECTION C.

Remove the engine speed indicator drive from the ignition distributor bracket, the oil pressure gauge pipe from the oil filter as detailed in THE ELECTRICAL EQUIPMENT AND INSTRUMENTS, SECTION O, Pt. II.

Detach the flexible cable of the carburettor mixture control cable from the carburettor linkage mounted between the two carburettors, the throttle control rod from the end of the accelerator pedal linkage mounted on the rear engine bulkhead, the petrol inlet pipe to the petrol filter and tap assembly mounted on the L.H. side of the engine compartment and the petrol feed pipe from the L.H. carburettor as detailed in THE FUEL SYSTEM, SECTION E, Pt. 1.

Remove the L.T. and H.T. cables from the side and centre terminals of the ignition distributor.

Detach the rigid pipe line of the brake hydraulic system from the restrictor valve mounted in the top of the five way connection as detailed in THE BRAKING SYSTEM, SECTION N.

Detach the rigid pipe line of the clutch hydraulic system from the end of the flexible hose and the flexible hose from the bracket welded on the top face of the chassis frame as detailed in THE CLUTCH UNIT, SECTION G.

4. WORKING UNDER THE CAR

Remove the stone guards from the rear of the front roadwheel arches as detailed in THE CHASSIS FRAME SECTION.

Withdraw the steering unit from the front underside of the chassis frame as detailed in THE STEERING UNIT, SECTION L.

Remove the speedometer flexible drive cable from the R.H. side of the gearbox rear casing as detailed in THE GEARBOX, SECTION H.

Withdraw the flexible pipe line from the engine compartment and luggage boot, as detailed in THE FUEL SYSTEM, SECTION E, Pt. 1.

5. LIFTING THE BODY SHELL

Remove the twenty six body mounting bolts as detailed in the "BODY MOUNTING' on page Q3. Attach the lifting hooks of the hoist under the wheel arches and lift upwards clear of the chassis frame, collecting the mounting rubbers as they become free.

6. REPLACEMENT

The replacement of the body shell to the top face of the chassis frame is the reversal of the removal sequence but particular attention must be given to the following points:

(i) That new rubber pads are located on the top face of the chassis frame, according to the identification markings of the old one, with a smear of adhesive.

(ii) That the four nuts and bolts and the two long bolts are fitted to the front four and rear two points respectively.

(iii) That reference is made to the appropriate Sections as the work proceeds.

BODY REPAIRS

Any accidental damage sustained by the glass fibre body of the SP.250 can be effectively repaired with similar materials to those used during production and to assist in larger repairs moulded sections are available from Daimler Distributors.

The damaged body can be prepared to receive one of the moulded sections or if more convenient, only a specific section cut to the necessary size. Alternately, minor damage can be more simply repaired by an application of the glass fibre matting and liquid resin to the affected area. Certain tools and materials are required and while an effective repair can be made by substitutes, it may not be carried out quite so efficiently.

The area affected by accidental damage will usually show a woolly appearance, this must be cut away to a point where the sections becomes solid or to suit the profile of the moulded section. All road dirt, grease and polish must be removed from both sides of the adjoining area and when a silicone polish has been used, the affected area must be treated with the appropriate silicone removing solvent. The paint already on the body must then be rubbed down to the coloured gell coat immediately on top of the glass fibre moulding and the joint line between the old and new panels scarfed to form a "vee" and the faces. where the bonding will take place. must be roughed to give the liquid resin a key. The repair area is then washed with the I.C.I. Cleansing Spirit specified, to ensure absolute cleanliness.

It is usual to apply the liquid resin in a ratio of 3 : 1 by weight to the glass fibre material, which for this purpose should be of a random strand chopped glass fibre mat. The latter should be cut to the shapes required and weighed; from this weight the required weight of liquid resin can be calculated. It will be found more convenient to work in percentages and use gramme weights and/or volumetric measurement in cubic centimetres when slight errors can be discounted. The correct proportions to use can only be established by experiment in the local climate, and atmospheric conditions prevail at the time of the repair, it is suggested that a trial mix is made up before the main repair work is begun.

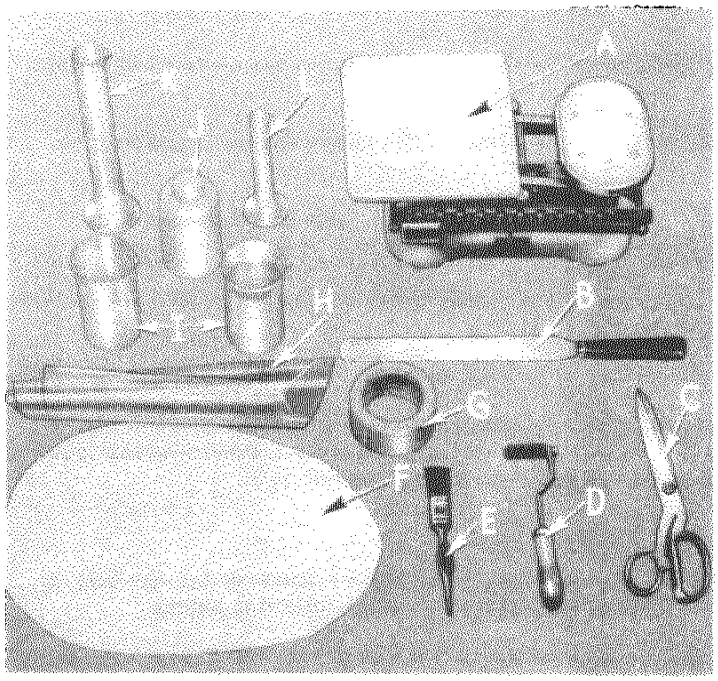

Figure Q4.

Typical tools and materials required to effect a glass fibre repair.

A Measuring scales.
B Palate knife.
C Scissors
D Split washer roller
E Brush
F Random glass fibre mat
G Masking tape
H Transparent cellulose sheeting
I Measuring beaker
J Bottle of catalyst
K Large measuring glass
L Small measuring glass

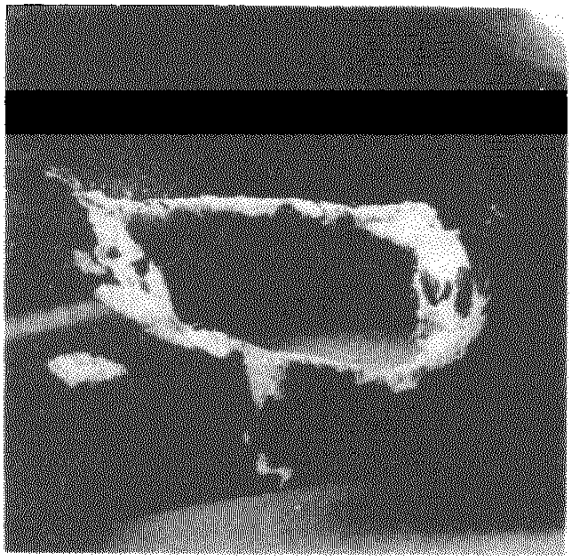

Figure Q5.

The "woolly" appearance of a damaged glass-fibre panel.

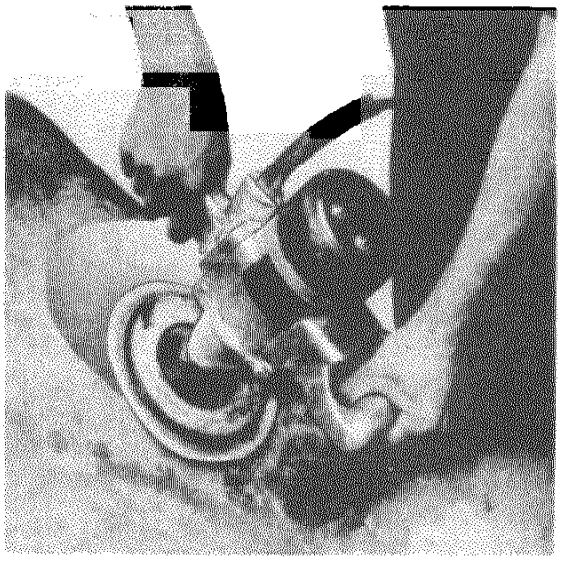

Figure Q6.

Making a knife edge on the damaged panel.

The liquid resin should be of a polyester base and to change it from a liquid state to a solid it will require the addition of an accelerator, 1% cobalt naphtenate and a catalyst, 30% methyl ethyl keystone peroxide in dimenthal phthylate.

There is a fire risk involved when these items are mixed together haphazardly and they must be added by proportion to the liquid resin and stirred in separately. The proportions required will vary with the immediate temperature and the time required to effect the repair. Generally at an ambient temperature of 20°C (68°F) an addition of 1% accelerator and 2% catalyst will give a reasonable pot life. A greater amount of catalyst is required for lower temperature and vice versa. It is not advisable to attempt a repair in an immediate temperature below 18°C (65°F).

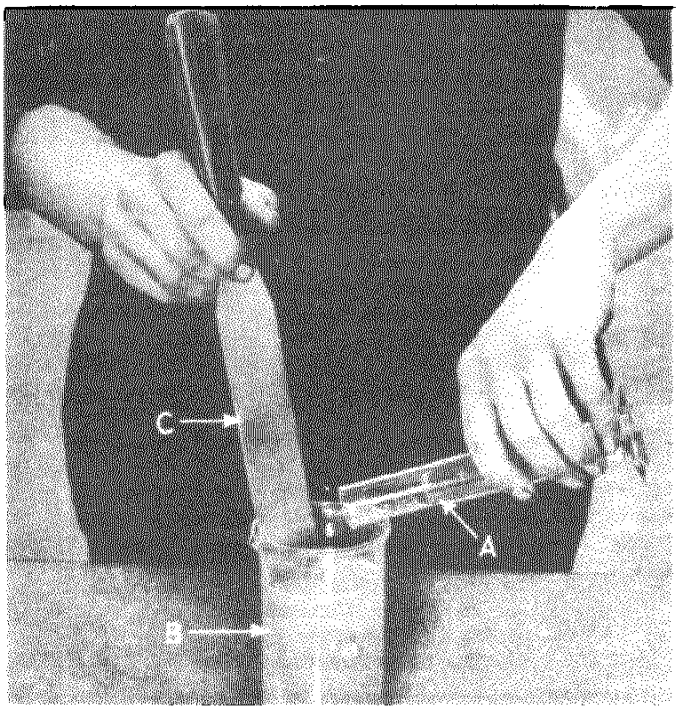

Figure Q7.

Adding the catalyst to the liquid resin and accelerator solution.

A. Measuring glass containing catalyst.
B. Liquid resin and accelerator.
C. Stir constantly while adding catalyst.

Remember than when gellation occurs the material can no longer be worked and by mixing too great an amount of liquid resin may result in wastage in the pot. The change of state from liquid to solid results in the release of energy in the form of heat, which spread over an area, such as a repair, causes no embarrassment but in a large deposit such as that left in a pot, can cause a fire by spontaneous combustion. Such deposits as may be left over after a repair should be placed under water or in a position where they can cause no harm.

When the area to be repaired has been cleaned and dressed as previously detailed, flexible transparent cellulose sheeting should be stretched over the outside face of the area and secured with tape. This will assist in reducing the amount of dressing needed after completing the repair. In cases where new panels or sections of panels are used for major repairs, these should be positioned by clamps and no cellulose sheeting is required on the outside face. The glass fibre matting can be positioned on the inner face of the repair area or the area covering approximately 2 inches on either side of the jointing of panels or sections, and the prepared liquid resin applied with a stippling movement.

The liquid resin should be worked through the glass fibre matting to remove any air and to assist, it may be easier to apply the liquid resin and then place the glass fibre mat over it. A darkening discolouration will, become apparent as the matting "wets out" and as this takes place, the expulsion of air can be effected by increased stippling action of the brush or by utilizing the split washer roller. To give more strength additional layers of glass fibre matting can be applied if necessary.

Brushes, split washer rollers and other tools can be cleaned before gellation by washing them in diacetone or acetone. Brushes left to harden will probably have to be scrapped, but the solidified resin can be burnt off the split washer rollers and other metal tools. All traces of cleansing fluid must be dried off from the tools before subsequent use or storing.

The repair should be left untouched from four to six hours or overnight. after which it may be dressed off. The imperfections in the surfaces can be filled with a stopping paste, prepared

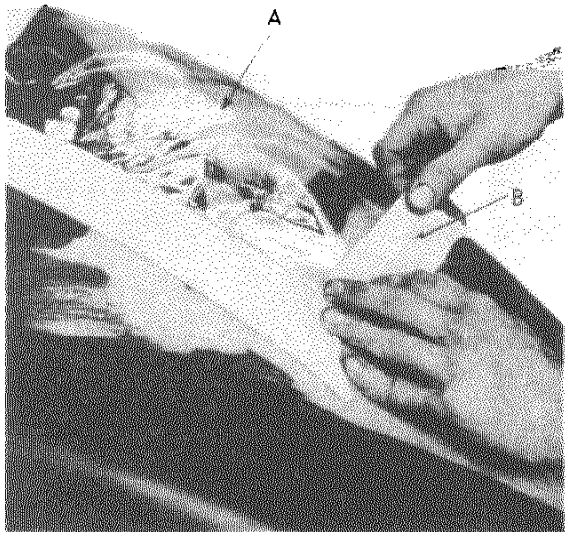

Figure Q8.

Taping the cellulose sheeting in position.

A. Transparent cellulose sheeting.
B. Masking tape.

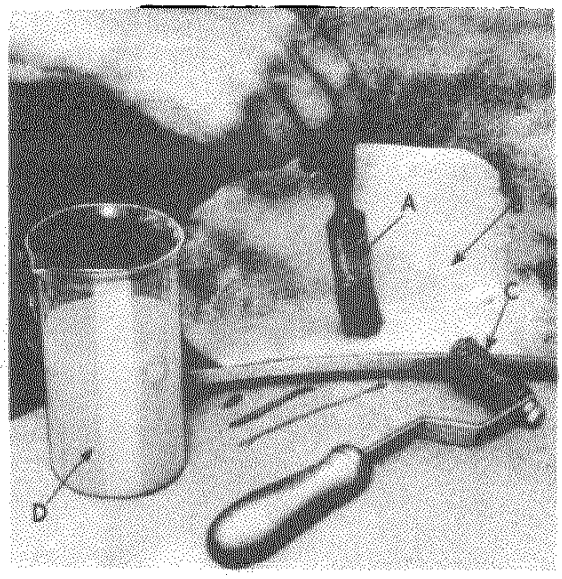

Figure Q9.

"Stippling" action of the brush on the glass fibre matting.

A. "Stippling" action of the brush.
B. Glass fibre matting.
C. Split washer roller.
D. Liquid resin solution.

from the liquid resin and a mineral filler such as precipitated chalk or with one of the proprietary stopping compounds prepared for this type of work. This can then be faced with an abrasive paper to a smooth surface which must be washed down with the recommended spirit and then normal paint procedure can follow utilizing a suitable surfacer or filler to be wet rubbed followed by the finisher paint coats.

PAINTS

The cellulose finishes used on the glass fibre body are the products of the Imperial Chemical Industries Limited and a supply for the work to be carried out can be obtained from the Daimler Distributors.

The materials used on production with their I.C.I. identification nomenclature are as follows:

I.C.I. 851 - 61	Cleansing spirit.
M450 - 110	White synthetic surfacer.
850 - 33	Synthetic surfacer thinner.
M084 - 477	Spot surfacer.
851 - 396	Spot surfacer thinner.
M083 - 30	Cellulose stopper.
M0705 - 1015	Synthetic stopper.
	Cellulose guide coat.
851 - 799	Cellulose thinner for stoving.
851 - 800	Cellulose thinner for air drying.
	Cellulose colour "Off White".
	Cellulose colour "Racing Green".

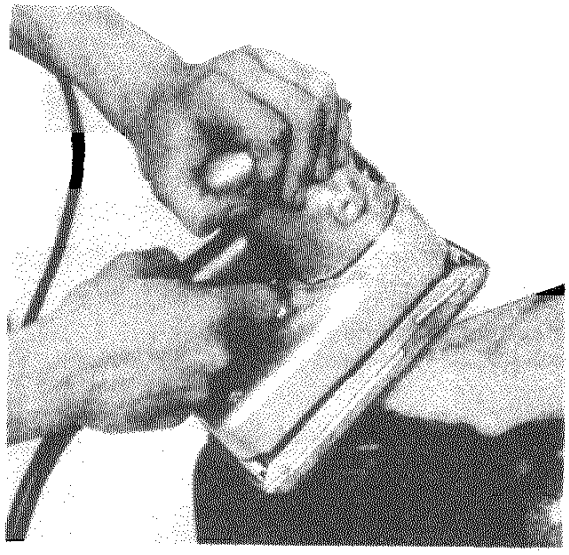

Figure Q10.

Dressing the hardened repair.

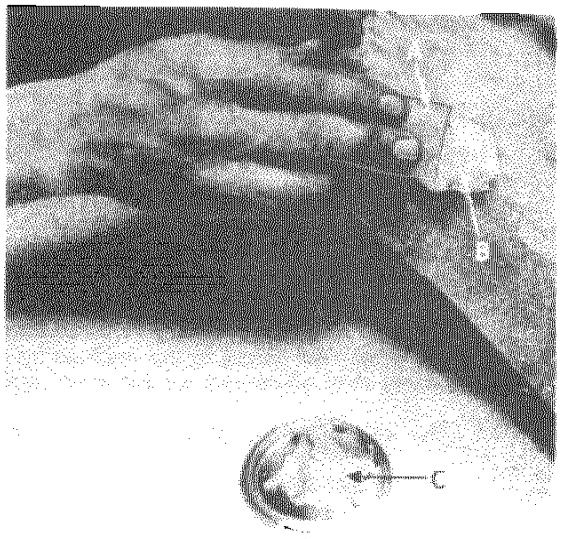

Figure Q11.

Applying the stopping compound.

A. Palate knife.
B. Stopping compound on repaired surface.
C. Stopping compound ready for use.

M073 - 122 Cellulose colour "Black".
Cellulose colour "Red".

The above materials are only given as a guide and before ordering any material, communication must be made with the Service Department, The Daimler Company Limited, or a distributor quoting the chassis number of the car, requesting the specification or part number of the material required.

CARE OF THE BODY

DESCRIPTION

While the body is fabricated from an extremely durable material, glass fibre, it still requires occasional cleaning and waxing together with chromium plated components and interior upholstery.

THE PAINTWORK

1. CLEANING

An abundance of cold water from a hose pipe, directed at an angle toward the body, together with the use of a sponge and/or soft brush, readily washes off the road dirt. The body can then be dried off with an almost dry chamois leather.

2. POLISHING

The most protection is still obtained from a wax polish. Many "proprietary speed" polishes, now available, are easier to apply but it is doubtful if they will last as long as a

genuine wax polish. When one of the "proprietary speed" polishes are selected for use, ensure that it is suitable for glass fibre material.

When a silicone type polish has been used on the body work and the car is to be resprayed or have accidental damage repaired, necessitating new paint work, the repairer must be informed that this type of polish has been used.

CLEANING CHROMIUM PLATED COMPONENTS

Chromium plated components should be cleaned with soapy water wiped with an almost dry chamois leather and when completely dry polished with a soft cloth.

The use of a "proprietary" chromium plate cleaner is to be considered when soapy water is of no avail, but owing to the degreasing qualities of many of these cleaners, the plated component may afterward tarnish more quickly.

The wax polishing of chromium plated components is most beneficial.

CLEANING WINDSCREEN AND WINDOW GLASSES

The windscreen, window glasses and other glass components can be cleaned with water and a chamois leather. although a crystal clear and grease free finish is best obtained with methylated spirits and a soft cloth.

Many "proprietary" window cleaning preparations leave a grease film over the glass, which although causes no inconvenience inside of the car, makes it difficult for the windscreen wiper blades to produce their best and most efficient results.

INTERIOR UPHOLSTERY

The interior of the car is best cleaned out with a suction cleaner or, failing that, with a stiff brush. The seats, trim panels and cockpit facia should be cleaned with a damp cloth, soap and water and when thoroughly dry, polished with a wax type furniture polish.

COCKPIT HOOD

Erect the cockpit hood as detailed on page Q11. Wash the inner and outer surfaces with a damp cloth, soap and water and when thoroughly dry, polish with a wax furniture polish.

LUBRICATION OF MOVING PARTS

Many of these components are lubricated during initial assembly and will remain so provided that the lubricant is supplemented with fresh at not too frequent intervals. The lubrication of the door and hood hinges, door locks and window regulator mechanism is often best effected by lubricant from an oil soaked feather.

THE COCKPIT HOOD

DESCRIPTION

In the erected position, the cockpit hood is braced by a metal frame pivotting on the rear face of the 'B' post. The cockpit hood is attached to the top of the windscreen frame by three toggle clamps and at the rear of the cockpit by nineteen externally positioned "Tenax" fasteners.

When the cockpit hood is to be stowed, it is detached from the top of the windscreen and the rear of the cockpit; it is then folded with the metal frame into the recess at the back of the bench type occasional seat and then covered by a small tonneau cover.

LOWERING, STOWING AND ERECTING COCKPIT HOOD

1. LOWERING

Attach the small tonneau cover to the two rear and four side fasteners situated in the rear of the cockpit. Detach the cockpit hood from the top of the windscreen by releasing the three

windscreen toggle clamps and twenty one fasteners - one on top of each "B" post and nineteen externally positioned fasteners.

2. STOWING Figs. Q13 and Q14.

The cockpit hood and frame are folded with the side panels turned inward, down into the recess behind the rear seat. The small tonneau cover is then placed over the folded hood and frame and secured by the nineteen external fasteners.

3. ERECTING

Open both the car doors and remove the small tonneau cover by releasing the twenty five fasteners - nineteen positioned externally and six internally. Store the small tonneau cover in the luggage boot. Lift the cockpit hood and frame from its recess and attach the rear portion of the hood to the rear of the cockpit with the nineteen fasteners. Space out the ribs of the frame and attach the front of the hood to the top of the windscreen with the three toggle clamps. Attach the cockpit hood sides to the top of each door post by one fastener at each side. Close the two doors ensuring that the door windows are on the outside of the cockpit hood.

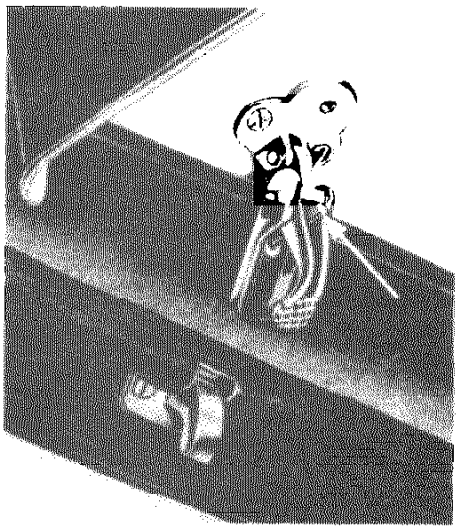

Figure Q12.
The windscreen clamp.

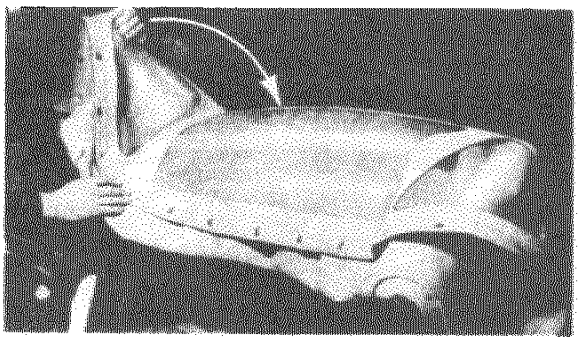

Figure Q13.
Folding the transparent side panels.

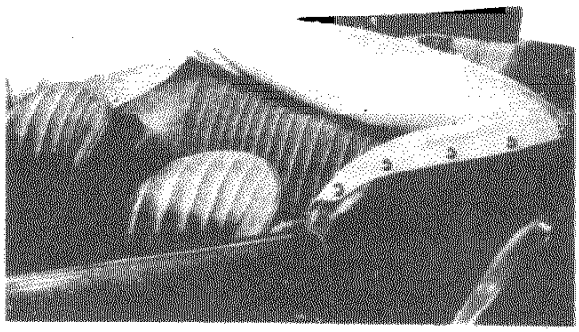

Figure Q14.
The cockpit hood in the stowed position

CAUTION WHILE STOWING
THE COCKPIT HOOD Fig. Q15

The cockpit hood should never be stowed away while wet, but when this action is inevitable it must be wiped as dry as possible before stowing. At the first opportunity the cockpit hood must be unstowed and dried; a wash at this stage is beneficial.

REMOVAL AND REPLACEMENT
COCKPIT HOOD FRAME

1. REMOVAL

Prepare the cockpit hood for stowing as detailed on page Q11, but do not fit the tonneau cover. Remove the hood mounting brackets from the rear faces of the two 'B' posts by withdrawing two bolts at each side. Lift the cockpit hood and frame from the rear of the cockpit with the help of another.

2. REPLACEMENT

The replacement of the hood is the reversal of the removal sequence.

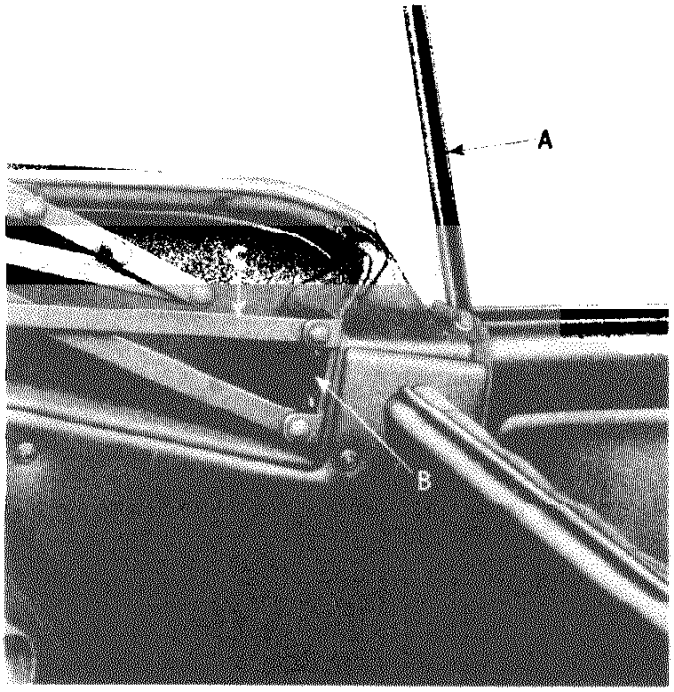

Figure Q15.

The cockpit hood frame mounting bracket

A. Window frame.
B. Cockpit hood frame mounting bracket.
C. Cockpit hood frame.

THE "TENAX" FASTENERS

DESCRIPTION

The "Tenax" fastener is utilized to attach the cockpit hood or small tonneau cover to the rear of the cockpit. It consists of two main components:-

(i) A peg, screwed into the body of the car and secured by a nut.

(ii) A button fitted to the material of the cockpit hood or small tonneau cover.

FASTENING AND UNFASTENING
"TENAX" FASTENER Fig. Q16.

1. DETACHING

Detach the button from the peg by pulling outward on the external projection and lifting it away from the screwed peg.

2. ATTACHING

Locate the ball of the screwed peg in the hollow centre of the button and press together.

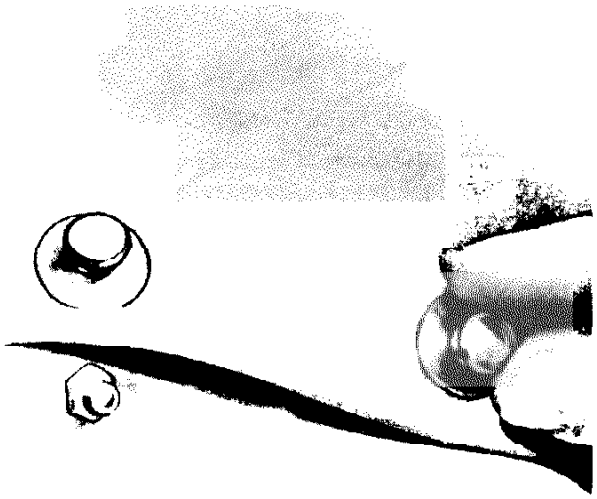

Figure Q16.
The Tenax Fastener.

REMOVAL AND REPLACEMENT
TENAX FASTENERS

1. REMOVAL

Remove the peg from the body of the car by detaching the nut or unscrewing the peg. Remove the button from the material of the tonneau or hood by unscrewing the nut on its underside by utilizing a forked tool.

2. REPLACEMENT

The replacement of the Tenax fastener is the reversal of the removal sequence.

THE DOORS

DESCRIPTION

The doors are mounted on the body of the car by their forward edges. The space between the inner and outer door skins house the doorlocking and window regulating mechanism and also the side window glass, when the latter is in the fully lowered position.

The doors are mounted centrally in its aperture by the hinge studs locating enlarged holes in the 'A' posts and also in the door casing. A draught excluding bead is attached to the inside of the door aperture and provides adequate protection from water and wind.

Externally positioned door lock handles permit entry to the cockpit; the R.H. door handle can be locked from the outside by the ignition key while the L.H. door handle can be locked by moving the remote control lever inside the car to the "safety" position.

REMOVAL AND REPLACEMENT
DOORS AND HINGES Fig. Q17.

1. DOOR CHECK STRAP

Eject the rivet from the door check strap bracket adjacent to the 'A' post.

2. DOOR TRIM PANEL

Remove the door trim panel from the inside face of the door as detailed on page Q21.

3. DOOR

Remove the door from the hinge flap by first slacking the three bolts and withdrawing them singly to identify any packing pieces that may be positioned between the hinge flap and the door casing.

4. HINGES

Detach the trim panel from the outside wall of the foot well as detailed on page Q20

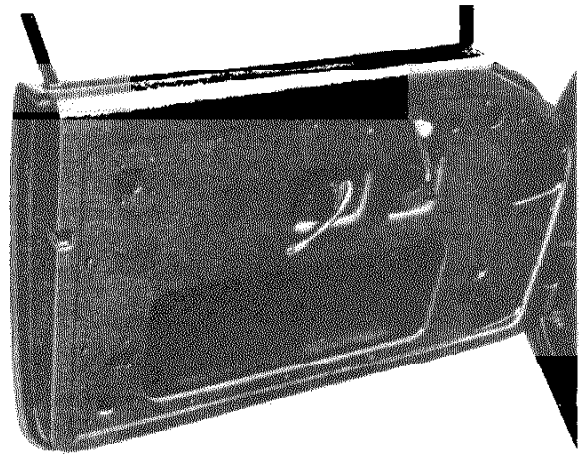

Figure Q17 (left)

Inside face of door.

Remove the door hinges from the "A" post by first slackening three nuts to observe any packing pieces positioned between the hinge flap and the door; remove the three nuts and withdraw the hinge ensuring the packing pieces do not become dislodged.

5. REPLACEMENT

The replacement of the door is the reversal of the removal sequence but particular attention must be given to the following points.

(i) That the hinge pins are well lubricated with a thicker oil than normal before being offered up to the 'A' post.

(ii) That all packing pieces are returned to their correct locations.

(iii) That the door is positioned centrally in its aperture before the hinge securing details are fully tightened.

POSITIONING THE DOOR.

The door is hung on two hinges mounted on its forward edge, and to ensure satisfactory draught excluding, ease of closing and locking, it is essential that it fits centrally in its aperture. To effect this condition, the hinge assembly is attached to the 'A' post through vertically slotted holes in the latter and to the door through horizontally slotted holes in the hinge flap.

Detach the trim panels from the door and foot well as detailed on pages Q21 and Q20 respectively. Ascertain by closing the door the amount and direction of corrective movement required. Slacken one set of hinge securing details at a time, move the door to correct the misalignment and then retighten. Close the door to see the effect before resetting the second set of hinge securing details.

When perfection is attained, tighten all details, lubricate hinges and replace the trim panels and door handles.

DOOR STRIKER PLATE Fig. Q18.

The door striker plate is secured to the 'B' post with three screws which pass into an adjustable tapping plate on the inside of the 'B' post. Apart from periodical inspection to ensure that the screws are tight and the contact faces lubricated, no attention will be required. Care must be exercised not to over-lubricate the striker plate for lubricant may find its way on to the clothes of the driver or passengers.

In the event of the striker plate being suspect, check first that the door fits centrally in its aperture. Until this condition prevails, little success will be met by moving the striker plate.

Identify the striker plate to the 'B' post by scribing a line around its outer periphery. From inside the cockpit and while simulating the closing of the door, ascertain the high spot of the striker, slacken the three screws and reposition the striker plate, tighten the screws and check; make further adjustments if necessary.

Figure Q18.
The door striker plate.

REMOVAL AND REPLACEMENT
DOOR CHECK STRAPS

1. DOOR TRIM PANEL

Remove the door trim panel from the inside face of the door as detailed on page Q21.

2. WINDOW GLASS

Raise the window glass to the limit of its upward travel.

3. DOOR CHECK STRAP

Eject the rivet from the door check strap adjacent to the 'A' post. Withdraw the check strap assembly from the front inside edge face of the door by placing the hand forward between the door inner and outer panels.

4. REPLACEMENT

The replacement of the door check strap is the reversal of the removal sequence.

THE SIDE WINDOWS

DESCRIPTION

The side windows which are bound by a metal rim are of the lowering type and operated by the forward of the two handles on the inside face of each door. A clutch is incorporated in the design of the operating mechanism which prevents the window being forced downward. When the windows reach the limit of their downward travel they are housed completely in the door casing.

LOWERING AND RAISING
WINDOW GLASS

1. LOWERING THE WINDOW GLASS

Rotate the R.H. handle anti-clockwise.
Rotate the L.H. handle clockwise.

2. RAISING THE WINDOW GLASS

Rotate the R.H. handle clockwise.
Rotate the L.H. handle anti-clockwise.

REMOVAL AND REPLACEMENT
WINDOW WIND MECHANISM
WINDOW GLASS AND CHANNELS Figs. Q19, Q20 and Q31.

1. DOOR TRIM PANEL

Remove the door trim panel from the inside face of the door as detailed on page Q21

2. WINDOW WIND MECHANISM

Raise the window glass to the limit of its upward travel. Slacken the six window wind mechanism securing screws and withdraw them singly to identify any packing pieces that may be positioned between the window wind mechanism and the inside panel of the door casing. Move the window wind mechanism inward and downward to the aperture in the bottom of the door casing by applying pressure to the top of the window glass. Slide the window wind mechanism rearward and disengage the two rollers from the track aperture in the metal frame at the bottom of the window glass. Remove the window wind mechanism from the door casing by withdrawing it through the bottom door aperture.

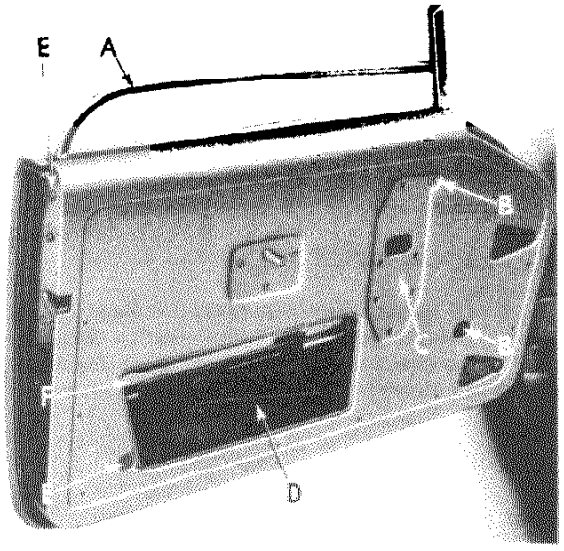

Figure Q19.

The side window wind mechanism being removed.

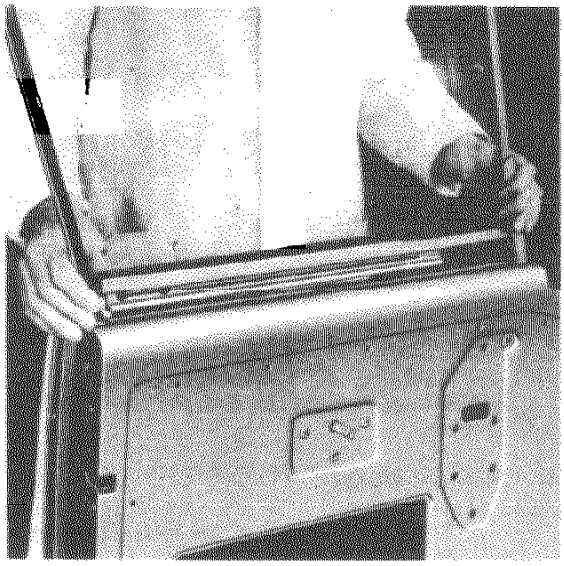

Figure Q20

The side window glass being fitted.

3. WINDOW GLASS AND GLASS CHANNELS

Remove the window glass upward through the top of the door casing. Detach the front glass channel from the inner skin of the door casing by removing two bolts and withdrawing through the bottom door aperture. The rear glass channel is removed in a similar manner but the top attachment bolt is situated in the top of the rear edge face above the door lock.

4. REPLACEMENT

The replacement of the window wind mechanism, window glass and channels is the reversal of the removal sequence.

THE DOOR LOCKS

DESCRIPTION

The door locks are fitted inside the door casings and are operated by an external handle and an internal remote control lever. The door when closed can adopt one of two positions, safety and closed, when the door is in the safety position there will be a clearance between the outer door skin and the body; should the car be driven away in this condition, the door will rattle thus giving an audible warning of its condition. A second safety device is incorporated in the remote control lever of the left hand door whereby it can be locked from inside the cockpit by moving the remote control lever downward; the door then cannot be opened from the inside as two movements of the remote control lever are necessary. The right hand door does not have this locking device as previously mentioned.

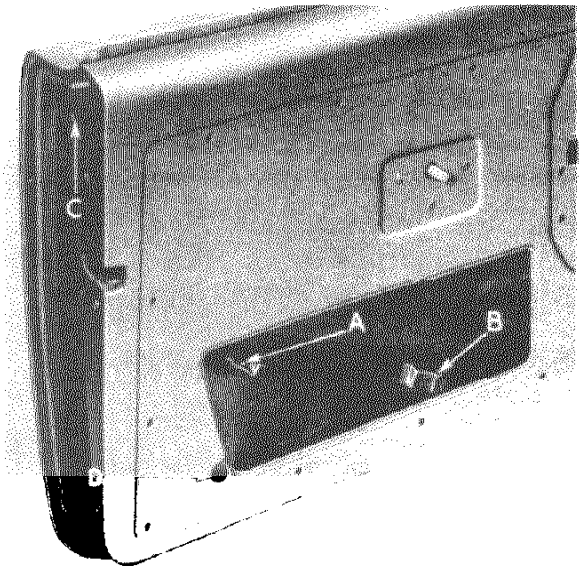

Figure Q21.

The rear glass-run channel being fitted.

A. Top securing bracket.
B. Bottom securing bracket.
C. Top securing bracket bolt hole.
D. Bottom securing bracket bolt hole.

To effect the locking of this door a locking plunger is incorporated in the rear end of the exterior handle and is operated by the use of the ignition key.

OPENING AND LOCKING
LEFT HAND DOOR

1. OPENING

To open the Left Hand door from its locked position it is necessary to gain access to the internal remote control lever and move it upward a short distance. The door can then be opened from the outside, by depressing the release button in the external handle with the thumb or by continued upward movement of the internal remote control lever from inside the cockpit.

2. LOCKING

To lock the Left Hand door from inside the cockpit, move the remote control lever downward. To lock the Left Hand door from outside the cockpit, first open the door, move the remote control lever downward and then close it.

OPENING AND LOCKING
RIGHT HAND DOOR

1. OPENING

To open the Right Hand door from the locked position. insert the ignition key in the release button lock barrel, situated in the rear end of the external door handle, rotate the key clockwise to a horizontal position and withdraw the key. Depress the release button in the external handle with the thumb, whereupon the door will open. To open the Right Hand door from inside the cockpit, move the remote control lever upward.

2. LOCKING

To lock the Right Hand door, ensure that it is closed, insert and rotate the ignition key 90° clockwise to a vertical downward position and withdraw the ignition key.

LUBRICATION
RELEASE BUTTON LOCK BARREL

The release button lock barrel is best lubricated by applying thin machine oil to the ignition key and inserting it into the lock barrel. Agitate the key in and out a number of times, withdraw and wipe the key dry. Re-insert the key into the lock barrel without any lubrication; agitate a number of times, withdraw and wipe dry. This will lubricate the lock barrel and also clean it.

REMOVAL AND REPLACEMENT
DOOR LOCKS

1. DOOR TRIM

Remove the door trim from the inside face of the door as detailed on page Q21.

2. WINDOW REGULATOR MECHANISM

Remove the window regulator mechanism from inside the door as detailed on page

3. DOOR LOCK

Detach the remote control mechanism from the inside face of the door by withdrawing three screws and press it into the hollow centre of the door casing. Withdraw the door lock mechanism downward through the aperture in the bottom of the door by removing three screws from the rear edge face of the door.

4. REPLACEMENT

The door lock is replaced by the reversal of the removal sequence.

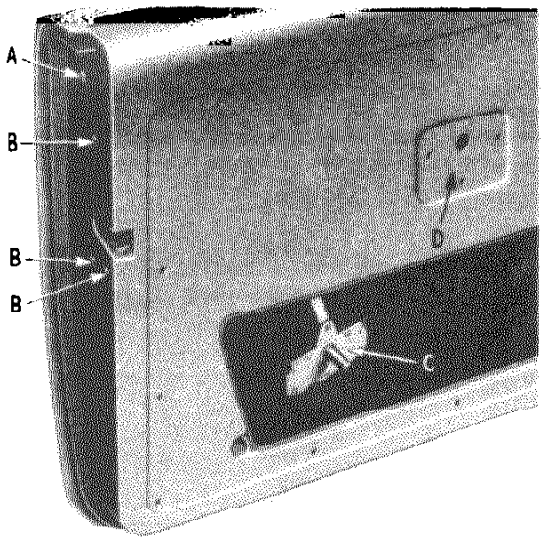

Figure Q22.
The door lock being removed.

A. Top rear glass-run channel securing bolt.
B. Door lock securing screws.
C. Door lock remote control mechanism.
D. Door lock remote control mechanism mounting point.

REMOVAL AND REPLACEMENT
EXTERNAL DOOR HANDLE

1. REMOVAL

Remove the door trim panel from the inside face of the door as detailed on page Q21. Raise the window glass to the limit of its upward travel. Detach the front end of the external handle from the door skin by withdrawing a bolt from inside the door casing. Remove the

external handle from the door by withdrawing a screw from inside the rear lip of the door.

2. REPLACEMENT

The replacement of the external door handle is the reversal of the removal sequence but particular attention must be given to the following point.

That the release button bolt has the specified clearance between its head and the operating lever of the internal lock mechanism.

SETTING CLEARANCE OF
EXTERNAL DOOR HANDLE RELEASE BUTTON

CLEARANCE BETWEEN RELEASE BUTTON BOLT AND
LOCK OPERATING LEVER 0.125" (3.175 mm.)

Attach the external door handle to the door by the screw in the door lip. Position a rule on the external door handle adjacent to the release button. Press the release button inwards until it just contacts the lock operating lever, but without operating the lock, while observing the distance of travel on the rule. The clearance is set by slackening the locknut of the release button bolt, screwing the bolt in or out to decrease or increase the clearance respectively and when correct clearance is obtained, tighten the locknut.

THE SEATING

DESCRIPTION

Two types of seats are fitted in the cockpit of the car.

(i) Two bucket type seats for the driver and the passenger sitting alongside one another.

(ii) A bench type occasional seat at the rear of the cockpit.

The two bucket type seats have folding backs to permit the entry of the rear passengers and they are mounted in a sliding channel attached to the floor of the cockpit.

The occasional rear seat is a rigid construction.

ADJUSTING
FRONT SEATS

To adjust the position of the front seat forward or rearward to vary the leg length, first release the lever situated in front of the seat cushion at the R.H. side.

Down to release.
Upward to lock.

When locking the seat ensure that the tip of the release lever locates an oblong shaped aperture in the seat slide.

REMOVAL AND REPLACEMENT
FRONT SEATS

1. DRIVER'S SEAT

Remove the back squab of the driver's seat by withdrawing two bolts, one at each side. Press the adjustment lever down and slide the seat forward until it becomes detached from its runner and lift out. Detach the floor rail from the cockpit floor by withdrawing four bolts and the runners from the seat frame by removing four bolts.

2. PASSENGER SEAT

Press the adjustment lever down and slide the seat forward until it becomes detached from its runner and lift out. Detach the floor rail from the floor of the cockpit by withdrawing four bolts and the runner from the seat frame by removing four bolts.

3. REPLACEMENT

The replacement of the seats is the reversal of the removal sequence but particular attention should be given to the following point.

That the seat runners are sufficiently greased to assist their sliding movement but without fouling the interior of the cockpit.

THE TRIM PANELS

DESCRIPTION

The footwell trim panels, positioned on the outside wall of each footwell and are covered by a pile type cloth material.

The cockpit rim pad and facia trim nave a foundation of foam rubber the former being mounted on top of the cockpit facia panel over the rigid front rim of the cockpit while the facia trim is covering the cockpit facia and has suitable apertures for the centre instrument panel, speedometer and engine speed indicator instruments. The top covering is fabricated from the same material as the seats of the car.

The door trim panels incorporate envelope type pouches and facilitate the stowage of such things as maps, etc. An elastic top shields the contents from inquisitive eyes and also prevents overloading; these trims are fabricated from the same material as the seats of the car.

The transmission cover is basically a glass fibre moulding and forms a "tunnel" to provide a passage for the gearbox unit and propeller shaft. This is mounted on the rear face of the rear engine bulkhead and floor assembly and is covered with a pile type cloth material.

The rear trim panels, positioned on the outside walls of the cockpit between the front and rear seats and are covered by the same material as the seats.

The petrol tank and pump trim panels are situated in the luggage boot, the latter on the front L.H. corner and being of metal or glass fibre material while the petrol tank trim panel is a mill board stretching the width of the luggage boot.

REMOVAL AND REPLACEMENT
FOOTWELL TRIM PANEL

1. REMOVAL

Remove the trim panel at the outside of the footwell by withdrawing eight screws.

2. REMOVAL

The replacement of the footwell trim panel is the reversal of the removal sequence.

REMOVAL AND REPLACEMENT
COCKPIT RIM PAD AND
COCKPIT FACIA

1. COCKPIT RIM PAD

Remove the cockpit rim pad from above the instrument facia by detaching 7 nuts on its underside above the second face of the cockpit facia.

2. INSTRUMENT CONNECTIONS

Withdraw the carburettor mixture control cable into the cockpit of the car as detailed in THE FUEL SYSTEM, SECTION E, Part 1. Detach the cables and other connections from the various instruments as detailed in THE ELECTRICAL EQUIPMENT AND INSTRUMENTS, SECTION O.

3. COCKPIT FACIA

Detach the cockpit facia steady stay from the second face of the facia and the rear face of the rear engine bulkhead by removing two screws at each end. Withdraw the two screws at each end of the second side of the cockpit facia and lift up and over the steering wheel.

4. REPLACEMENT

The replacement of the cockpit facia is the reversal of the removal sequence but particular attention must be given to the following point.

That reference is made to the various sections concerning the connection of the instruments and carburettor mixture control.

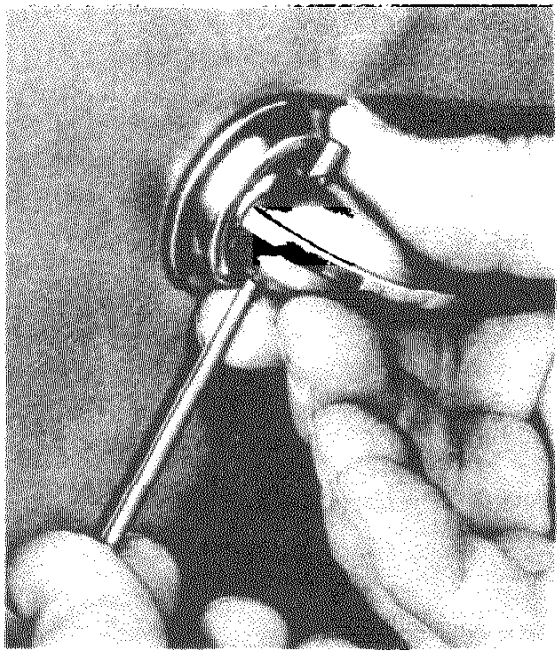

Figure Q23.
Removing the internal door handle.

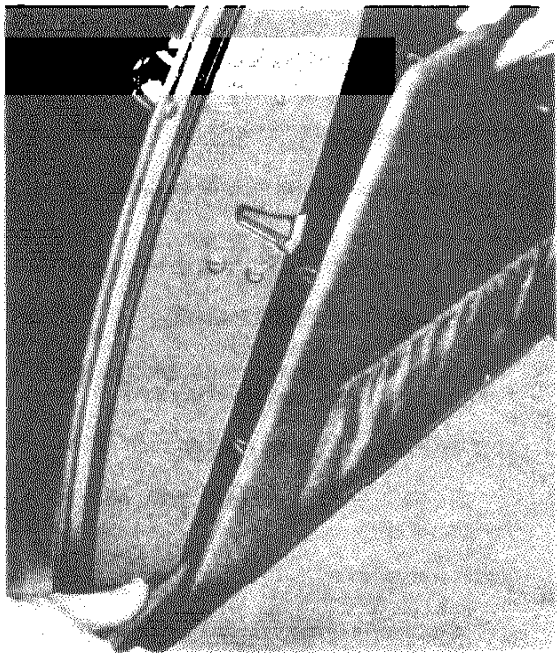

Figure Q24.
Removing the door trim panel.

REMOVAL AND REPLACEMENT
DOOR TRIM PANEL Figs. Q23 and Q24.

1. REMOVAL

Detach the door lock remote control handle and window regulator by pressing the escutcheon plates inward and ejecting the "hidden" pins in the hubs of the handles. Remove the door trim panel from the inside face of the door by feeding a flat instrument between the trim panel and the inside door face adjacent to the spring clips.

2. REPLACEMENT

The replacement of the door trim panel is the reversal of the removal sequence.

REMOVAL AND REPLACEMENT
TRANSMISSION COVER

1. SEATS

Remove the two front seats from inside the cockpit as detailed on page Q19

2. TRANSMISSION COVER

Detach the gear lever knob by slackening the locknut and unscrewing both from the top of the gear selector lever. Remove the gear selector draught excluder by withdrawing four screws and lifting upward. Detach the front end of the transmission cover from the rear of the rear engine bulkhead by withdrawing eight bolts and remove the transmission cover from the cockpit floor by withdrawing fourteen bolts.

3. REPLACEMENT

The replacement of the transmission cover is the reversal of the removal sequence.

REMOVAL AND REPLACEMENT
REAR TRIM PANELS

1. REMOVAL

Remove the trim panels at each side of the occasional rear seat by withdrawing one screw from the centre of the press stud and three other screws.

2. REPLACEMENT

The replacement is the reversal of the removal sequence.

REMOVAL AND REPLACEMENT
PETROL PUMP AND TANK TRIM PANELS

1. PETROL PUMP TRIM PANEL

Remove the petrol pump trim panel from the L.H. front corner of the luggage boot by removing two nuts and two screws.

2. PETROL TANK TRIM PANEL

Remove the petrol tank trim panel from the front of the luggage boot by withdrawing twelve screws.

3. REPLACEMENT

The replacement of the petrol pump and tank trim panels is the reversal of the removal sequence.

THE WINDSCREEN

DESCRIPTION

The windscreen is of the wrap around type of laminated glass mounted in rubber and fitted into a four piece metal frame. It is attached to the body of the car at five points, the centre and one intermediate point also accommodating the two mounting stays of the steering column. Incorporated in the inner face of the top portion of the windscreen frame are three hooks which accommodate the three clamps of the cockpit hood. The top and bottom edges of the windscreen frame have rubber moulded weather and draught excluders.

REMOVAL AND REPLACEMENT
WINDSCREEN

1. REMOVAL

Remove the windscreen from the car by detaching five nuts situated beneath the cockpit facia and lift the windscreen off with the help of another.

2. REPLACEMENT

The replacement of the windscreen is the reversal of the removal sequence but particular attention must be given to the following point.

That the centre and outer windscreen mounting points, the latter on the same side as the drive of the car also secure the two steering column stays.

REPLACEMENT
WINDSCREEN GLASS

Fit the connecting pieces, one at each end, to the inside of the bottom portion of the windscreen frame with two screws fed in from the bottom face. Fit the large rubber moulding, except for the last five inches at each end, to the underside of the windscreen frame engaging the rubber dove tail in the groove provided and with the flap of the rubber moulding toward the front. Feed the three centre mounting studs in from the groove in the top face of the windscreen frame and fit a tubular distance piece to keep the studs in place.

Fit the windscreen glazing rubber to the outer periphery of the windscreen glass and mount its bottom edge in the bottom portion of the windscreen frame previously prepared.

Attach a connecting piece to each windscreen frame side post with two screws each and fit the two side posts to the ends of the bottom frame and secure to the bottom connecting pieces with one screw each at this juncture.

Fit the top portion of the windscreen frame and secure with two screws at each side to the connecting pieces on the windscreen side posts.

Fit the second rubber moulding to the top of the windscreen frame engaging the rubber dove tail in the groove of the frame with the larger portion of the rubber moulding to the front.

Fit the two ends of the bottom rubber moulding to the underside of the windscreen frame and screw the two outside windscreen mounting studs through the rubber into the connection pieces securing the bottom frame and side posts together.

THE ENGINE HOOD

DESCRIPTION

The engine hood is of the alligator type and is pivotted on its rear edge by two hinge assemblies. Its position in the engine compartment aperture can be set by slackening and retightening the hinge attachment details, the holes in the engine hood being enlarged so that the hood has some movement. In the event of a troublesome hood lock, ensure that the engine is positioned centrally in its aperture before resetting the position of the lock striker assembly.

OPENING AND CLOSING
ENGINE HOOD

1. OPENING

Release the engine hood from the main lock unit by pulling the toggle situated on the R.H. underside of the cockpit facia. Stand in front of the car and face towards the rear, utilizing the fingers of the right hand push the secondary lock clear of its abutment in the body. Lift the engine hood upward and prop open with the stay removed from its stowage bracket with the left hand, a hole is moulded in the underside of the engine hood specifically for this purpose.

2. CLOSING

Stand in front of the car and face towards the rear, lift the engine hood upward a short distance with the right hand and stow the prop stay with the left hand. Lower the hood until the secondary lock becomes engaged and shut with one hand laid flat on top of the engine hood, applying sufficient pressure to engage the striker with the main lock. Check that there is no free play in the toggle under the cockpit facia.

REMOVAL AND REPLACEMENT
ENGINE HOOD AND HINGES

1. REMOVAL

Open the engine hood and steady it with the prop stay. Detach the engine hood from its

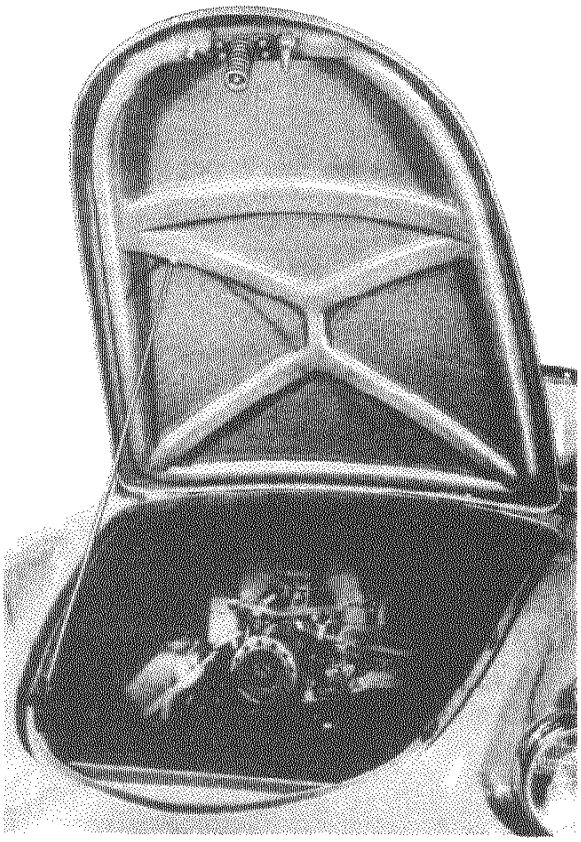

Figure Q25 (left)
The engine hood in the raised position.

two hinges by removing four nuts. Lift the engine hood from the prop stay and two hinges simultaneously, with the help of another and collect the packing pieces. Remove the two hinges and packing pieces from the body in front of the windscreen by detaching two nuts, access to each is gained from under the instrument facia.

2. REPLACEMENT

The replacement of the engine hood is the reversal of the removal sequence but particular attention must be given to the following point.

That before the hinge nuts are fully tightened ensure that the engine hood is situated centrally in its aperture.

REMOVAL AND REPLACEMENT
ENGINE AND LUGGAGE BOOT PROP STAYS

1. REMOVAL

Remove the prop stay and bracket or the stowage bracket from the rim of the engine compartment or luggage boot by withdrawing two nuts and bolts in each instance. Detach the mounting bracket from the prop stay by withdrawing a nut and bolt.

2. REPLACEMENT

The replacement is the reversal of the removal sequence.

THE ENGINE HOOD LOCKS

DESCRIPTION

The engine hood is held closed by a main lock assembly operated by a flexible cable and a toggle situated on the R.H. underside of the instrument facia. A secondary lock is also fitted which will hold the engine hood in an almost closed position when the main lock has been released.

The striker unit of the main lock is attached to the underside of the engine hood by four bolts through enlarged holes, this facilitates the correct alignment of the screwed striker with the main lock unit fitted on a shelf across the front of the engine compartment. A spring incorporated in the striker unit prevents rattle and assists in opening the engine hood when the main lock ward is withdrawn by holding it against the secondary lock hook.

A threaded cable adjuster is fitted to the R.H. side of the main lock unit and it should be set so there is no slackness in the flexible cable when the engine hood is in the closed position, any perceptible slackness of the toggle will indicate that the main lock ward is not fully home and an investigation into the reason must be carried out immediately.

LUBRICATION OF THE ENGINE HOOD LOCKS

1. MAIN LOCK

Lubricate the flexible cable by running oil from an oil can spout along its entire length. Lubricate the sliding ward in the main lock unit with oil from an oil can. Apply a smear of grease to the pointed and flat side of the circular wedged shaped striker head.

2. SECONDARY LOCK

Lubricate the fulcrum pin and spring of the secondary lock only and ensure its complete freedom of movement. Ensure that the inside of the hook and the catch plate on the car body are without any lubricant whatsoever.

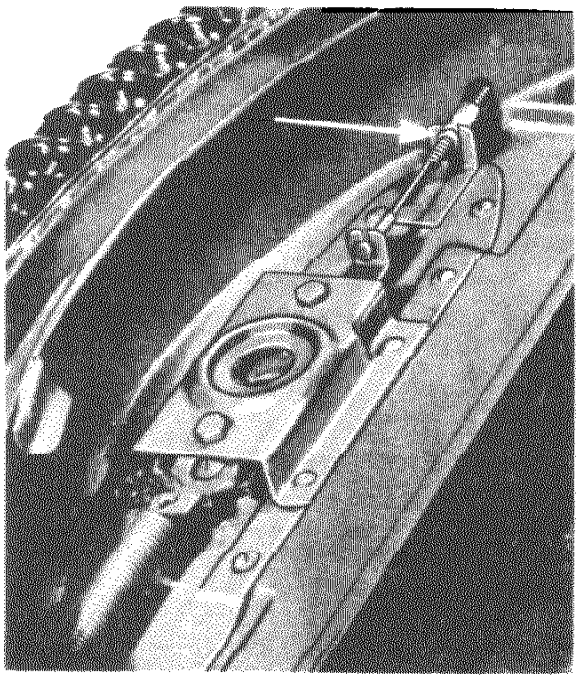

Figure Q26.

The engine hood lock unit and cable adjuster.

REMOVAL AND REPLACEMENT ENGINE HOOD SECONDARY AND MAIN LOCK UNITS WITH RELEASE CABLE. Fig. Q26.

1. SECONDARY LOCK

Remove the secondary lock unit from the front underside edge of the engine hood by withdrawing two bolts.

2. STRIKER UNIT

Identify the position of the striker unit by scribing a line round its mounting plate. Remove the striker unit from the underside edge of the engine hood by withdrawing four bolts.

3. MAIN LOCK UNIT

Slacken off the R.H. nut on the body of the release cable adjuster from its abutment bracket and disengage the nipple end of the inner cable from the end of the lock ward. Identify the position of the lock unit by scribing a line round its body and remove the lock unit from its mounting plate by withdrawing three and four screws from the R and L.H. sides respectively.

4. RELEASE CABLE

Detach the release cable assembly from the hook on the R.H. side underside of the engine compartment, dislodge the rubber grommet around the cable from the rear engine bulkhead into the cockpit. Remove the nut from the toggle body behind the bracket on the R.H. wall of the cockpit and withdraw the release cable from the engine compartment and cockpit bracket. Collect the rubber grommet and toggle body securing nut.

5. REPLACEMENT

The replacement of the engine hood secondary and main lock units with release cables is the reversal of the removal sequence but particular attention must be given to the following points.

(i) That the striker unit pierces the main lock unit centrally.

(ii) That the release cable is correctly adjusted.

SETTING THE
STRIKER UNIT

1. ENGINE HOOD

Ensure that the engine nood is set centrally in the engine compartment aperture. This is often the cause of a troublesome lock.

2. STRIKER UNIT

Catch the engine hood on the secondary lock and observe that the striker unit is centrally located over the top face of the lock unit. The striker unit must be moved to attain this condition by slackening and retightening the four bolts. Slacken off the locknut adjacent to the mounting bracket and inside the spring and screw out the strike pin but no so far as to disengage it from the mounting plate. Close the engine hood and lock, examine the contour of the front of the hood and the adjacent body. When it is observed that the engine hood is below the surface of the body, the striker pin must be screwed out; when the engine hood is above the surface of the body, the striker pin must be screwed in. On reaching a satisfactory blend between the engine hood and body lock the striker pin in position with the locknut.

THE CARPETS

The carpet on the cockpit floor is made up of four pieces, the rear two laid on the floor of the cockpit each side of the transmission cover and around the slide channels of the two seats. The front carpets are laid in the two foot wells of the cockpit and attached to the front underside of the rear carpets by press studs.

The transmission cover has similar material attached to its outside face by a special adhesive.

THE LUGGAGE BOOT HOOD

DESCRIPTION

The luggage boot hood is mounted in a similar manner to the engine hood but in this instance it is held in the closed position by a striker unit mounted on the rear edge of the boot hood engaging a lock unit fitted in the body of the car. It can be locked by the ignition key if desired.

LUBRICATING THE
LUGGAGE BOOT HOOD LOCK

Apply a smear of grease to the surface of the striker pin and the locking pawl in the main lock unit. Lubricate the internal parts of the lock unit with oil on the end of a feather and the lock barrel in a similar manner to the door lock as detailed on page

OPENING AND CLOSING
LUGGAGE BOOT HOOD Fig. Q27.

1. OPENING

Stand at the rear of the car and face towards the front, insert the ignition key into the luggage boot hood lock barrel and rotate it 180°, then withdraw the key. Press the lock barrel inward, raise the luggage boot hood upward with the right hand and prop open with the stay removed from its stowage bracket with the left hand. A hole is moulded in the underside of the luggage hood specifically for this purpose.

2. CLOSING

Stand at the rear of the car and face towards the front, lift the boot hood upward a short distance with the right hand and stow the prop stay with the left hand. Lower the luggage boot hood and shut with one hand laid flat on the top by applying sufficient pressure to engage the striker with the main lock. Lock the luggage boot by inserting the ignition key in the lock barrel and rotating it 180° to a vertical downward position. Remove the ignition key from the lock barrel.

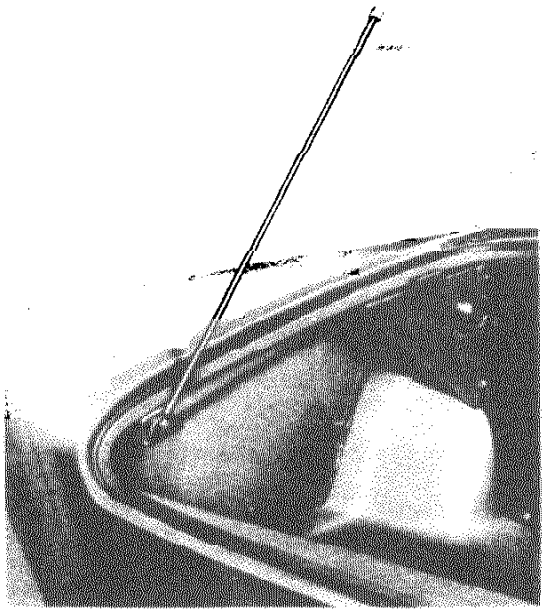

Figure Q27.

The luggage boot hood in the raised position.

REMOVAL AND REPLACEMENT LUGGAGE BOOT HOOD AND HINGES

1. LUGGAGE BOOT HOOD

Open the luggage boot hood and steady it with the prop stay. Detach the luggage boot hood from its hinges by removing two nuts from each hinge. Lift the luggage boot hood from the prop stay and the two hinges simultaneously and collect the packing pieces, from the hinge studs.

2. HINGES

Detach the two hinges and packing pieces from the body of the car behind the cockpit by removing the front luggage boot trim panel as detailed on page Q22 and a nut from each hinge.

3. REPLACEMENT

The replacement of the luggage boot hood is the reversal of the removal sequence but particular attention must be given to the following point.

That before the hinge nuts are finally tightened; ensure that the engine hood is situated centrally in its aperture.

SETTING THE LUGGAGE BOOT LOCK STRIKER

1. LUGGAGE BOOT HOOD

Ensure that the engine hood is set centrally in the luggage boot hood aperture, this is sometimes the cause of a badly operating lock.

2. STRIKER ASSEMBLY

Unlock the luggage boot and raise it, then lower it to the lock unit and ensure that the striker pin, attached to the rear inside edge of the boot hood locates centrally in the lock unit; centralise it if necessary by slackening the two securing screws.

3. LOCK UNIT

Apply a coating of mechanics blue to the surface of the striker pin and lower the boot hood allowing the striker pin to contact the locking pawl of the lock unit but without operating the lock. Lift the boot hood and examine the mechanics blue marking on the locking pawl, it should have been transferred to a position adjacent to the top of the locking pawl. Move the lock unit in the edge of the luggage boot to attain this condition by slackening and retightening the two screws.

4. DUST AND WATER SEAL

Close the luggage boot hood and check the ease of operation. The boot hood should close to the rubber beading to effect a dust and water seal without experiencing any rattle or difficulty. Move the striker assembly vertical up or down to attain this condition by slackening and tightening the two screws.

THE SPARE WHEEL COMPARTMENT

DESCRIPTION

The spare wheel compartment is situated under the false floor of the luggage boot and it is entirely protected from the weather. When it is desired the spare wheel can be removed to provide more luggage space.

REMOVAL AND REPLACEMENT
SPARE WHEEL

1. REMOVAL

Prop open the luggage boot hood and remove the false floor by releasing the four turn buckle locks. Lift out the spare roadwheel after withdrawing the bolt and cup washer.

2. REPLACEMENT

The replacement of the roadwheel is the reversal of the removal sequence but particular attention must be given to the following point.

That the valve of the spare roadwheel is positioned toward the rear of the car to facilitate "topping up" with air pressure.

THE FRONT GRILLE ASSEMBLY AND OVERRIDERS

DESCRIPTION

The front grille assembly and overriders are fitted to the front and rear of the car respectively. In both instances they are pressings from stout gauge material sheeting and then heavily chromium plated.

The side pieces of the front grille assembly are fitted through slots moulded in the front side faces of the body and can easily be detached by gaining access through the underside of the front wheel arch.

The centre piece incorporates the front flasher indicator lamps and access for removal can be gained from beneath the car.

The overriders are each mounted on a bracket which is first secured to the body and the extreme rear face of the chassis frame respectively. The top end of the overrider bracket is strengthened by a bracket positioned in the luggage boot and secured at its second end to the rear body mounting bolts.

REMOVAL AND REPLACEMENT
FRONT GRILLE ASSEMBLY

1. SIDE PIECES

Remove the two side pieces from each side of the centre grille by removing two nuts and bolts each from their innerside, access is gained from the front of the wheel arch.

2. FRONT FLASHER INDICATOR LAMPS

Remove the two front flasher indicator lamps from the extreme ends of the front grille as detailed in THE ELECTRICAL EQUIPMENT SECTION O, Pt. 1.

3. CENTRE PIECE

Remove the front piece from the front face of the body by withdrawing ten nuts. Detach the grille from the surround by removing ten nuts and remove the "Vee" motif from the grille by detaching three nuts and plates.

4. REPLACEMENT

The replacement of the front grille assembly is the reversal of the removal sequence but particular attention must be given to the following point.

That the plates securing the "Vee" motif are so positioned, they are unseen when the front grille assembly is viewed from the front of the car.

REMOVAL AND REPLACEMENT
REAR OVERRIDER AND BRACKET

1. OVERRIDER

Remove the overrider from the bracket on the rear face of the car by detaching two nuts.

2. OVERRIDER BRACKETS

Remove the two overrider mounting brackets from the rear face of the car by removing one nut and bolt from inside the luggage boot and a second from the extreme rear end of the chassis frame. Detach the brackets inside the luggage boot by removing the two rear body mounting bolts.

3. REPLACEMENT

The replacement of the rear overrider and bracket is the reversal of the removal sequence but particular attention must be given to the following point.

That the head of each overrider securing bolt is securely located in its slot before offering up the overrider to the bracket.