Service Liaison Summaries pertaining to the Austin 1800 in reverse date order.

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An instruction from the Service Manager

The information contained in the Service Liaison Summary is to inform Service Engineers of advanced developments at the factory, and also points of interest to assist you in diagnosing troubles.

Whilst you may use this information to your advantage, you MUST NOT show the Summary to Dealers, or discuss the contents with anyone outside our organisation. This Liaison Summary is on restricted circulation and must be treated as CONFIDENTIAL.

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Workshop Manual Reprints

1800 (TP818A) and 150/1300 (TP813A)

The second editions of these manuals have been printed and are now in the hands of our Tech.Pubs.Distributors, Messrs. Kirby Book Co.

The 1800 is a straight reprint of the first edition with very minor alteration, whereas the 150/1300 Manual has been considerably updated from the new presentation cover to the completely rewritten Synchronesh Transmission Section. The latter incorporating a list of modifications to the gearbox and a comprehensive diagnosis guide.

State Offices have already received a one off issue and further copies may be obtained from this office against a requisition quoting the account number to which they may be charged.

Dealers or owners may obtain their copies direct from Kirby Book Company Pty. Ltd., 362 Military Road, Cremorne, 2090.
## ENGINES GENERAL:

A new thermostat incorporating a re-shaped orifice and conical spring has been introduced on various engines throughout the Car/Commercial Range as follows:

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Part No.</th>
<th>Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini</td>
<td>13H.6285</td>
<td>82°C</td>
</tr>
<tr>
<td></td>
<td>10YJ.5604</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10YC.9515</td>
<td></td>
</tr>
<tr>
<td>1300A</td>
<td>12YE.2924</td>
<td></td>
</tr>
<tr>
<td>1800</td>
<td>18YD.16742</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18YF.2615</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18YE.10244</td>
<td></td>
</tr>
<tr>
<td>WF, Diesel</td>
<td>To be advised.</td>
<td></td>
</tr>
<tr>
<td>Midget</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Part No.</th>
<th>Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>EA, Petrol</td>
<td>13H.6284</td>
<td>74°C</td>
</tr>
<tr>
<td>FG &amp; WFK</td>
<td>Diesel</td>
<td>Change Point</td>
</tr>
<tr>
<td>MGB, Mk.11</td>
<td>Petrol Only</td>
<td>to be advised</td>
</tr>
</tbody>
</table>

## 1800 MANUAL:

Technical enquiries have been received from both South Australia and Queensland regarding fitment and availability of the later U.K. and local gear change cables incorporating 'O' rings and oil seals.

Parts and Accessories Division advised us that advance information on cable changes was made available to Parts Distributors initially by Telex and later by Parts Amendment Bulletin No. 60.

Should further queries arise the following information will be of assistance ...
A technical enquiry has been received from Queensland regarding the interchangeability of torque converters and ring gears for the above models.

Ring Gear: The 1800 ring gear, Part No. 22H1119, originally called up for the 'Eclipse' type starter, has been modified so that it can be used with 'pre-engaged' type starters. This ring gear is interchangeable for the three models and can be identified by a lead machined on both sides of the teeth.

N.B. For fitting a replacement ring gear the larger lead should be toward the front of the engine, irrespective of starter type.

Converter: The 1800 torque converter, Part No. 35 TA-3A-368A is not interchangeable with the Tasman/Kimberley converter, Part No. 35 TA-3A-368B due to a change in the turbine blades providing the lower stall speed required by the E6 engine ... i.e.

a). 1800 converter fitted to Tasman or Kimberley would produce an above normal stall speed - without transmission slip.

b). Tasman/Kimberley converter fitted to 1800 would produce a below normal stall speed with correct engine tune.

N.B. It is essential that both types of converter are not mixed, as at present there appears to be no visible means of identification. This matter is being investigated and you will be advised when further information is available.

Broken Flap Valves - Front Displacer Units

Experimental Engineering have experienced two instances where damper flap valves in displacer units have broken, resulting in a soft floating ride.

Dunlop have identified this as a moulding problem but do not expect it to be widespread. However, any displacer units that fail in this manner must be returned to the Factory for investigation by Dunlop.

Field Service Engineer's Reference, Issue 2 - Field samples, displaced Warranty material list.
1800 AUTOMATIC:  CORRECTION TO WORKSHOP

MANUAL.

Governor Assembly.

It has been brought to our attention that an error exists in Auto Section of our local Workshop Manual, Part No. Tv. 910 - Page L.43.

Page 4 of 5

"Governor" Item 15. This should read :-

"15. Fit governor assembly to shaft WITH ITS COVER PLATE TOWARDS THE FINAL DRIVE PINION".

The necessary correction will be made in the next reprint of the Manual. In addition the U.K. Auto Supplement - AKD 4942, Section 08.C, Pages 9/10 'assembly' - is also not very clear. It reads :-

"Governor assembly - body cover plate towards pinion ... ... ... 13 !".

(! Think: Towards the final drive pinion not the speedo pinion).

1800 & 'E SERIES' VEHICLES:  WHEEL BALANCE:

Following complaints of excessive vibration due to road wheels out-of-balance, the range of weights used in production has been increased to include 1/2-oz. weights.

The change points are as follows:-

1800 Auto :  9272  Nomad Auto:  944
1300 Auto :  2366  1300 Auto. L.P.:  729

If any complaints of vibrations are evident after the above numbers would all Service Engineers ensure that an S.I.R., clearly stating the cause of the problem, is sent to the Service Department.

AUSTIN 1800:  DAMAGE REAR SQUAB TRIM:

The South Australian Office returned sections of the rear squab top roll for examination and to determine the reason for damage by piercing. An investigation revealed that the damage was caused by spot weld flashes on the rear squab frame piercing the trim during the fitting operation.

Corrective action has been taken.
Observations from Field reports indicate that in many instances automatic transmission faults are not correctly diagnosed prior to dismantling the unit, therefore, the following information prepared by the Training School should be used as a guide:

This hydraulic circuit test should be read (1) in conjunction with Section L. 1800 Workshop Manual, (TP.818) used.

(2) in conjunction with road tests set out in Training School handout TP.661G on page 18 "Road Test Procedure".

TO CARRY OUT TEST: a). Have transmission oil at operating temperature.

b). Fit transmission pressure gauge.

1800 SALOON AND UTILITY:

SIDE & FLASHER LAMPS CRAZING:

Some time ago we introduced an annealing operation to prevent this condition. Annealing was discontinued when improved quality lamps were received from the U.K. However, the problem has again become evident and the annealing process was re-introduced at:

1800 Saloon Manual: 11902
   Automatic: 8026
1800 Ute Manual: 1450
   Automatic: 600

1800 SALOONS:

FRONT SEAT SLIDE FAILURES:

This problem is to be rectified by the introduction of a strengthened slide similar to the improved type fitted to Utilities. Introduction points to be advised.

1800:

DISTRIBUTOR WATER SHIELD:

To minimise the possibility of ignition failure due to water entry into the distributor, a plastic shield is now fitted behind the grille in front of the distributor.

Effective Body Nos:

Manual: 12231
Auto: 8219
1800 SALOON AND UTILITY:

Investigations are still being carried out into the causes of premature failure of belts. However, on the mechanical side a re-designed alternator adjusting link and pillar plus a 2½" diameter alternator pulley have been introduced.

The introduction of the new pillar, (Part No. AYG.2212), and adjusting link, (Part No. AYG.2623), together with new fixings cancel the interim condition of fitting link, (Part No. AYG.0154), with adjustment slot at the alternator end.

MINI & 'E' SERIES:

In order to commonise parts the re-designed adjusting link and pillar mentioned in the preceding 1800 information has now been introduced on the Mini and 'E' Series vehicles, commencing at:

<table>
<thead>
<tr>
<th>Engine Nos:</th>
<th>Mini Range:</th>
<th>'E' Series:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10YJ/U/H2970</td>
<td>14Y/Ta/H5964 (link only)</td>
</tr>
<tr>
<td></td>
<td>10YC/Ta/H4462</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10YF/ U/H2067</td>
<td></td>
</tr>
</tbody>
</table>

1800 UTILITY:

Due to problems experienced in the field with broken torsion bar lever arm to radius arm bolts; the holes in the levers are to be reduced in diameter to give less clearance on the bolts.

1800 UTILITY CONT'D

The previous Service information advised that these bolts be checked at pre-delivery and there after at each 3,000 miles service. This information has been revised by the addition of a torque figure of 100-lbs.ft for checking and fitting of new bolts.
AUSTIN 1800 POLICY:  LOWER CONTROL ARM BUSHES

The introduction of the Silentbloc bush - AYH4249 - has overcome the premature wear problems experienced with this vehicle. However, a number of vehicles fitted with the original rubber bushes - AYH4152 - may require replacement early in the life of the vehicle but outside Warranty.

To assist Engineers to arbitrate on this problem the following Policy should be applied:

- Parts and Labour to 15,000 miles/15 months
- Parts only for 15,000 to 20,000 miles/15 to 24 months

A Service Engineer’s Authority will be required.

AUSTIN 1800 CONNECTING ROD.


A special inspection procedure was introduced to ensure that all conrod bolts have good clean threads. Advice on any failures subsequent to these numbers is urgently required.

AUSTIN 1800 SALOON AND UTILITY: P.B.R. BRAKES.

The Mk.1 Utility and the Mk.11 up to Serial Nos. Manual 1361 and Auto 599 were equipped with master cylinders having a bore size of .875". From the above Serial Numbers a common master cylinder was introduced — i.e. the same as the car with a bore size of .800". The car master cylinder is identified by brake fluid resistant red paint on the body of the cylinder.

AUSTIN 1800 AUTOMATIC:  CONVERTER DRIVE PLATE FAILURE.

Reference: TB.5/70. Investigation has revealed that the converted spigot bushes fitted to U.K. crankshafts in production do not confirm to specification. Dimension 'A', (spigot bush counterbore depth to front face of crankshaft flange), being in excess of the maximum 0.051", causing insufficient pre-load on the drive plate. As an interim measure, spacers are being fitted to the bush counterbore to ensure correct pre-load.

Commencing Engine No.: 18YE/Rc/H8374

All relevant information regarding drive plate failures subsequent to this number should be forwarded to the Factory.
ALL PASSENGER VEHICLES

INTRODUCTION OF HIGHER WATTAGE HEAD LAMPS

The 60/45 Watt head lamps previously used have been deleted in favour of 75/50 watt lamps.

Effective Numbers:

<table>
<thead>
<tr>
<th>Model</th>
<th>Code</th>
<th>Effective Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1800 Mk. II Auto.</td>
<td>7002</td>
<td>Mini 1100 Saloon 840</td>
</tr>
<tr>
<td>1800 Mk. II Manual</td>
<td>9909</td>
<td>Mini 1100 Van 2881</td>
</tr>
<tr>
<td>1800 Utility Manual</td>
<td>1314</td>
<td>Mini 'K' 4875</td>
</tr>
<tr>
<td>1800 Utility Auto.</td>
<td>591</td>
<td>Mini.Matic Mk. II 1197</td>
</tr>
<tr>
<td>Cooper 'S'</td>
<td>1342</td>
<td>Moke 1807</td>
</tr>
</tbody>
</table>

AUSTIN 1800 MK. II UTILITY SUSPENSION IMPROVEMENTS

Reference Bulletin C12/69 - Page 2, Castor Angle. The redesigned steering and upper support arms were fitted to Utilities at Chassis No. 1317 Manual, and 591 Automatic.

AUSTIN 1800 MK. II IGNITION COIL

In order to reduce cost and standardise stocks the Lucas type ALA 12 coil was introduced to the 1800 range, at Engine Numbers 18YF/Ta/H 1727 - 18YE/Rc/H 6671 - 18YD/Ta/H 9019 - 18YE/Rc/H 6671

The previous coil Lucas type ALH 12 high performance, will continue on MG & Cooper vehicles.

AUSTIN 1800 MK. II SALOON & UTILITY PISTON CHANGE

A new piston of the "W" short skirt design and lighter weight was introduced at Engine No. 18YD/Ta/H 9011 - 18YE/Rc/H 6671 - 18YF/Ta/H1725.

The cubic capacity of piston crown cavity remains unchanged.

MINI & BMC MOKE SERIES 1 DRIVE COUPLINGS

"Nylo-Flex" drive couplings HYL 4075 are now supplied by P & A Division as replacement drive couplings, for the rubber couplings fitted to the Series 1 Mini and BMC Mokes.

The "Nylo-Flex" coupling is a composite coupling designed half way between the rubber cross and the "Hardy Spicer" Universal joint.

These units could be used as replacements for the Mini and the Morris 1100 Manual models, however, it will NOT be made available for the Austin 1800 models, because the harder characteristics could resurrect "clonk" problems.
Smith's have indicated that they have investigated the problem we are experiencing with their fuel gauges and voltage stabilizers, and that corrective action has been taken.

Effective Car Numbers:

<table>
<thead>
<tr>
<th>Car Model</th>
<th>Effective Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin 1800 Saloon Manual</td>
<td>8715</td>
</tr>
<tr>
<td>Austin 1800 Saloon Auto.</td>
<td>6423</td>
</tr>
<tr>
<td>Austin 1800 Utility Manual</td>
<td>1249</td>
</tr>
<tr>
<td>Austin 1800 Utility Auto.</td>
<td>600</td>
</tr>
<tr>
<td>Morris Nomad Manual</td>
<td>1707</td>
</tr>
<tr>
<td>Morris Nomad Auto.</td>
<td>718</td>
</tr>
<tr>
<td>Morris O.H.C. Manual</td>
<td>5362</td>
</tr>
<tr>
<td>Morris 1300 Auto.</td>
<td>1443</td>
</tr>
</tbody>
</table>

**AUSTIN 1800 MK.II MANUAL**

To increase the amount of fan belt adjustment the 2 1/8" diameter alternator pulley will be replaced with a larger 2 1/2" diameter pulley as soon as stocks are available.

As an interim measure a concession has been released to fit adjusting link Part No. AYG 0154 (Cooper '5' type) which will provide approx. 1 1/8" extra adjustment. This link may be fitted in Service, however, to use the existing attachments it will be necessary to fit the adjusting slot to the alternator. Effective Engine Nos. 18YD/Ta/H 10528 Manual Car, 18YF/Ta/H 1899 Manual Utility.

**AUSTIN 1800 RANGE**

The U.K. manufactured inlet and exhaust valves have been replaced by local manufactured valve. Commencing Engine Numbers: 18YD/Ta/H 4689, 18YE/Rc/H 3630 and 18YF/Ta/H 1288.

**AUSTIN 1800 SALOON**

The rear door companion boxes have been deleted and replaced by a one piece trim. Commencing Car Numbers: Manual 5720 - Auto. 5568.

**AUSTIN 1800 RANGE**

P.B.R. Caliper Units

With the introduction of 14 inch road wheels, the recess machined in the P.B.R. caliper to accept the 13 inch wheels has been deleted at Car Numbers:

- Saloon Manual 7081 Auto. 5721
- Utility Manual 1189 Auto. 582

**Note:** Caliper units AYH 4110/1 use with 13 inch wheel and 14 inch wheel. Caliper units AYH 4294/5 use with 14 inch wheel only.
To achieve greater stability on high speed braking, the castor angle will be reduced by fitting redesigned steering levers and upper support arms. The existing tie rods will not be modified.

The steering lever castor control angle has been altered from $24^\circ$ to $21^\circ$ and the actuating length of the steering lever decreased from 4.93 in to 4.58 in.

Identification: Early steering lever - raised letter "M" forged on the steering arm. Modified steering lever - raised letter "P" forged on steering lever.

Upper control arm - the set of the arm, from the centre line of the "Slipflex" bearing bore to the centre line of the ball pin retainer has been decreased from 4.690 in. to 3.320 in.

Identification: Early upper control arm - a raised rib running parallel to the sides of the control arm. Modified upper control arm - a raised rib running at right angles to the sides of the control rod.

This is advanced information and a Technical Bulletin is being prepared - Ref. U69/19.

NOTE: We are investigating a method of correcting castor angles for vehicles in service and you will be advised of the approved recommendation.

The U.K. heater has been replaced by an Australian-manufactured heater at Car Nos. 1903 and 1996.

Heating and air distribution control knobs are now in a reverse position.

A 14" dia. road wheel is to be fitted to all models of the Austin 1300 range.

This wheel eliminates the need for a spacer on the front driving plate flange. 6.50 x 14 standard tyres will be fitted to the Utilities and 165 x 14 radial ply tyres to the Saloon models.

This is advanced information.  Ref: ECS 26134.
AUSTIN 1800. MK.II
Saloon & Utility:

When the existing stocks of windscreen and back lights are used up, production will fit glass of reduced thickness (1/4 in. to 3/16 in.)
Ref: ECS 26984 27056.

AUSTIN 1800. MK.II
Saloon & Utility:

The "Clyde" battery, Serial No. 12ORN-R, has replaced the "Lucas" battery, Serial No. 122N-50, from Car Nos. ... ...

- Austin Manual Saloon 4466
- Austin Auto Saloon 3322
- Austin Manual Utility 863

The "Clyde" battery is dimensionally smaller, but is fitted to the existing battery carrying arrangement.
This condition creates the impression that an incorrect battery has been fitted.

AUSTIN 1800.
Saloon & Utility:

SOUND DEADENER - ROOF ASSEMBLY.

At F.L. Body No. 5951 a two piece sound deadener replaced the four piece sound deadener.
Ref: F69/67.

AUSTIN 1800 Mk. II UTILITIES

The tonneau covers and support bars are now cancelled from the standard vehicle build and added as an S. P. O. item.
Commencing serial numbers:-

- Manual 736
- Automatic 508

AUSTIN 1800 Mk. II SALOONS

BOOT LID

To provide an additional two inch opening height of the boot lid, new hinges were introduced. Car serial number:-

- Manual 3522 (C68/433)
- Automatic To be advised. (F68/78)
In order to increase local content and comply with Safety Regulations, the P. B. R. dual braking system has now been introduced. This system is similar to the system fitted to the utilities with the exception of the pressure differential switch, which is not required by the Safety Regulation.

Note: The pressure differential switch will be deleted from the Utility braking system in the near future.

Commencing car numbers:

- Austin 1800 - Manual Saloon 4092
- " 1800 - Auto. " 3163
- Austin 1800 Utilities - To be advised. (069/3)

The handbrake lever has been repositioned from the parcel tray to a centre floor position mounted between the front seats.

Commencing car numbers:

- Saloon Manuals 4092
- " Automatic 3163 (C89/231)

The organ type accelerator pedal was replaced by the pendant type accelerator pedal at Austin 1800 Manual Saloon car number 4092. (C88/415)
Warranty Policy on Tyre Wear Associated with Failure of 1800 Lower Control Arm Rubber Bushes

1. The tyre wear must be diagnosed as being directly related to an insurance of bush failure and other possible causes should be checked out before acceptance. The claim for tyre wear and the bushes must be one submission.

2. Tyre wear will only be accepted if there is satisfactory evidence of regular Passport to Service having been carried out on the grounds that such neglect would accentuate the degree of wear. Check for abnormal tyre wear pattern is called for at each Service.

3. No more than two (front) tyres will be considered in each instance.

4. Strict 12,000 mile warranty will apply except for cases when there has been prior replacement of the bushes within warranty.

5. Acceptance will be based on an expected tyre tread life of 15,000 miles and allowance must be made for any estimated mileage remaining on the tyre. Also an amount of $1.00 is deducted for the carcass value of the tyre.

   a) Car mileage 7,000 with estimated 3,000 miles left on tyre: 15,000 - (7,000 + 3,000) = 5,000
      Claim allowance \[\frac{3}{15} \times \text{Dealer Buying Price of tyre}\] Less $1.00

   b) Car mileage 9,000 = tyre worn out.
      15,000 - 9,000 = 6,000
      Claim allowance \[\frac{8}{15} \times \text{Dealer Buying Price of tyre}\] Less $1.00

The amount of the allowance will, of course, be offset against the normal sale price of a new tyre (or tyres) supplied to the owner and is not intended as a cash or credit reimbursement.

6. When submitting claim on BMC, 5% handling allowance may be added to the calculated amount.

7. A Service Engineer's Authority would be required in each case and the number quoted on the Claim.

AUSTIN 1800 MARK II

TIE ROD ASSEMBLIES

Tie rod assemblies fitted with hexagon slotted nuts and split pins were introduced at car numbers: -

<table>
<thead>
<tr>
<th>Car Model</th>
<th>Car Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin 1000 Manual Saloon</td>
<td>3770</td>
</tr>
<tr>
<td>&quot; &quot; Auto.</td>
<td>2964</td>
</tr>
<tr>
<td>&quot; &quot; Manual Utility</td>
<td>746</td>
</tr>
<tr>
<td>&quot; &quot; Auto.</td>
<td>569</td>
</tr>
</tbody>
</table>
AUSTIN 1800 MARK II

A three piece rear bumper bar was fitted at car numbers :-

   Austin 1800 Manual Saloon  3133
      "      Auto.         "  2650

The three piece design consists of right and left hand end sections bolted to a centre section.

The three piece design was recognised as being a distinct advantage for Service replacement and crash repairs, as it would provide a cheaper replacement cost when only one section of the bumper bar was involved.

AUSTIN 1800 MARK II

LUCAS M40 STARTER MOTOR

To overcome the Eclipse drive of the starter motor sticking in, or out of mesh. "LUCAS" have improved the finish of the helix of the screwed sleeve and pinion and barrel. This improvement was commenced at their factory in February and the improved Eclipse starter drive can be identified by the code 2.69 stamped on the pinion barrel (the code 2.69 denotes month and year of manufacture).

It is anticipated it will be a few months before the starter motor will be fitted on our production line.

Service personnel are requested to report any complaints of starter pinion stick in, or stick out with starter motors pinion coded 2.69 onwards. This information is important as Quality Control will re-open the issue with the manufacturers.

AUSTIN 1800 MARK II

BONNET LOCK SPRING

Further to Technical Bulletin C76/68 - Bonnet Cable Failures. A weaker bonnet lock spring HYB 1354 has now been fitted. Commencing car numbers :-

   Austin 1800 Manual Saloon  1546
      "      Auto.         "  1970
   Austin 1800 Manual Utility  602
      "      Auto.         "  501

AUSTIN 1800 MARK II

BRAKE CALIPER UNITS

The utility front brake caliper "PBR" has been fitted to saloons fitted with the "Girling" braking system.

To accommodate the "PBR" caliper, the brake disc and dust shield have been reworked and the utility mounting bracket and brake pipe hose to caliper fitted.

Commencing from car numbers :-

   Austin 1800 Manual Saloon  3592
      "      Auto.         "  2791

This change will continue for approx. 600 vehicles, then a complete change over to the "PBR" system will be introduced.
AUSTIN 1800 AND MORRIS 1100 "S"

EMISSION CONTROL VALVE

A new emission control valve 13H5191 having a tapered end control pin and a blow back valve spring, replaced the existing control valve 13H 3609.
Commencing engine numbers :-

12YD/Ta/H 13664 18YD/Ta/H 2432
18YE/Rc/H 1942 18YF/Ta/H 1157

AUSTIN 1800 MARK II

BRAKE CALIPER UNITS

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To accommodate the "PBR" caliper, the brake disc and dust shield have been reworked and the utility mounting bracket and brake pipe hose to caliper fitted.

Commencing from car numbers :-

Austin 1800 Manual Saloon 3592
" " Auto. " 2791

This change will continue for approx. 600 vehicles, then a complete change over to the "PBR" system will be introduced.

AUSTIN 1800 AND MORRIS 1100 "S"

EMISSION CONTROL VALVE

A new emission control valve 13H5191 having a tapered end control pin and a blow back valve spring, replaced the existing control valve 13H 3609.
Commencing engine numbers :-

12YD/Ta/H 13664 18YD/Ta/H 2432
18YE/Rc/H 1942 18YF/Ta/H 1157

COMMERCIAL VEHICLES

BRAND NAME CHANGE

Further to SLS:136 and 153. Supply Department have advised that the Morris and Austin badges will be deleted on some models. It is now proposed to introduce the "BMC" name on all commercial vehicles other than the Austin 1800 Utility and the Morris Mini Van produced after 1st February, 1969.

To the distributors and dealers the change will be announced as a running change as it is not intended to rework built-up stock either at depots or in distributor/dealer stock.
AUSTRALIA MK. II  REDUCTION OF HYDROSTATIC PRESSURE

Further to Technical Bulletin C40/68 local bump rubbers and distance pieces have been fitted to reduce the "Hydrolastic" system pressure without altering the trim height.

Commencing Car numbers: Austin 1800 Manual - 1497, Austin 1800 Automatic - 1013. Any failures after these Car numbers to be urgently reported to the Factory with failed material.

AUSTRALIA 1800 AUTOMATIC  BORG-WARNER TRANSMISSION

Dealers have reported that when new vehicles are left on showroom floors and the engine has not been started for several days, oil can leak from the converter into the transmission case apparently through the check valve. Due to the position of the converter and if the sealing is not satisfactory the amount of oil leaking through could build up past the bottom of the filter tube and leak. On starting the engine in these circumstances it would only take a few seconds to fill the converter and aeration could then force the oil out of the top of the filler tube.

AUSTRALIA 1800 MK. II - ALL MODELS  NEW WIPER SWITCH

Further to Technical Bulletin C70/68 a single acting wiper switch was fitted at Car numbers:

<table>
<thead>
<tr>
<th>Saloon Manual</th>
<th>3501</th>
<th>Saloon Auto.</th>
<th>2752</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility Manual</td>
<td>719</td>
<td>Utility Auto.</td>
<td>503</td>
</tr>
</tbody>
</table>

AUSTRALIA 1800 MK. II  DOOR CHECK ARM

There have been instances of the front door opening too far and damaging the chrome body strip.

To overcome this condition the following procedure is recommended:

1. Remove the door hold open clip and take off the rubber stop.
2. Add an extra half rubber stop. Ensure that this is butting up against the metal washer.
3. Replace the original rubber stop.
4. Replace hold open clip.
AUSTIN 1800 HUB BEARINGS

An improved gauging fixture was introduced to accurately control the rear hub bearing adjustment at Car Serial Nos. Mk. I Manual 27370 Automatic 4065.

Similar action has now been taken for the front hubs and the bearing end float reduced to zero - .002 in. at Car Serial Nos. Mk. II Manual 1390, Automatic 876.

AUSTIN 1800 AUTO. DASH LIGHT WIRING HARNESS

Instances have been found where a short circuit was caused by the bare terminal of the dash light wire (red with white trace) touching the gear change assembly.

To obviate this possibility, Production have taped the bare terminal at Car No. Automatic 2132.

AUSTIN 1800 AUTO. & MANUAL FORWARD WIRING HARNESS

To prevent the wiring harness from chafing on the converter housing and causing a short circuit, Production have re-routed the harness through the battery support instead of underneath the support. Vehicles in the Field should be modified if chafing is evident. Commencing Car Nos. Auto. 2500, Manual 2945.

AUSTIN 1800 MK. II FAN BLADE CUTTING INTO TOP OF RADIATOR.

Production have introduced a setting tool to control the height of the lower radiator support bracket. Commencing Car Nos. Manual 3131 Auto. 2511.

AUSTIN 1800 MK. II WATER ENTRY TAIL LAMPS

In cases of customer complaints of water and dust entering through the tail light assembly, the following action should be taken:

1. Remove tail lamp assembly from the body.
2. Remove rubber seal.
3. Using approx. 15" of "Grey Butyl Sealer" (soft grade), place it around reflector and the two (2) holes locating the amber and red lens. Tamp down well to ensure a good seal.
4. Replace rubber seal.
5. Replace tail lamp assembly to body.
AUSTIN 1800

FINAL DRIVE PINION NUT

In the event of removal of the final drive pinion retaining nut, 27H 9420, the following should be observed:

1. Thoroughly degrease threads on the output shaft and on the pinion nut.
2. Apply Loctite Grade E as required to the relevant areas.
3. Torque the pinion nut up to 150 - 170 ft. /lbs.

AUSTIN 1800

WATER LEAKS

Further to Technical Bulletin C71/68 modified baffle plates have been fitted at Car Serial Nos.: - Manual 2118 - Automatic 1702.

AUSTIN 1800 AUTO.

GEAR BOX SUMP COVER

The following materials are considered suitable for use in service to apply as exterior sealing compounds to prevent oil leaks, particularly for gear-case sump cover.

1. Selleys Thiokol Rubber Calk Sealant. (Cost approx. 80c/5 oz. tube).
2. Dow Corning Silastic 732 RTV. (Cost approx. $2.25/5 oz. tube).

Both materials are available in small tubes, are easily applied, and cure to rubbery oil resistant compounds.
Preparation:

1. Complete normal assembly operations except that refilling of the sump with automatic transmission fluid should be delayed until the sealer has been applied.

2. Thoroughly degrease the external joints which are to be sealed with a solvent which dries rapidly and leaves no residue, e.g. Toluol or Shell X60.

3. Allow the solvent to evaporate (couple of minutes is sufficient).

4. Apply the sealer from the tube using the plastic nozzle supplied in the packet. The bead should be sufficient diameter to overlap the joint by a minimum 1/16" and applied well into the joint without voids.

5. Allow the sealer to develop a tack-free skin before refilling with automatic transmission fluid, or driving vehicle.

Suggested minimum times to form firm skin (will vary depending on atmospheric condition):

(a) Selleys Thiokol Rubber Calk Sealant - 24 hours recommended.
(b) Dow Corning Silastic 732 RTV - 1 hour recommended.

NOTE: Full cure of these materials will take a longer time but, providing the initial firm skin is allowed to develop, the material will be functional.

Full cure at ambient temperature 1/8" thick.

(a) Selleys Thiokol Rubber Calk - approx. 7 days.
(b) Dow Corning Silastic 732 RTV - 24 hours.

AUSTIN 1800 MODIFIED FIRST MOTION SHAFT

Further to Technical Bulletin C49/68, the U. K. Workshop Manual supplementary sheets differ from their assembly drawing.

We have written to U. K. asking for clarification of the assembly procedure and on receipt of their reply it may be necessary to re-issue the Bulletin.

In the meantime you should disregard the Technical Bulletin inset 'A' and assemble the bearing with the LIP of the OUTER bearing facing INWARD and the INNER roller race standing proud by at least 0.010 in.
AUSTIN 1800 JAMMED STARTER MOTOR

Further to Technical Bulletin C54/68 our Victorian Service Department have reported on an alternative method of releasing jammed starter motors.

The following is an extract from their memo:

"REMOVAL OF JAMMED M. 40 STARTER"

There have been instances in the past where it has not been possible to remove the starter even after the yoke has been removed and considerable effort is put into trying to turn the armature.

To obviate the necessity of taking out the power unit and removing the clutch housing to free up the bendix drive, it has been discovered that if a ¼" hole is bored through the inner guard in line with the end of the armature, a small bar can be inserted through this hole, and through the hole in the clutch housing on to the end of the armature. By tapping this bar with a hammer, whilst a turning load is placed on the armature, one can usually shock the helix back into operation, so releasing the starter.

The hole in the inner guard can easily be blocked up with a grommet on completion of the job."

AUSTIN 1800 BRAKE BOOSTER MK. IIB

Joseph Lucas advise that the sealed unit brake booster 6409083 currently fitted to the Austin 1800 Saloons can NOW be repaired.

A service kit and repair instructions will shortly be available. You will be advised by a Technical Bulletin of the relevant details.

AUSTIN 1800 AUTOMATIC CRANKSHAFT BUSH

There have been several instances of the converter nose not being positioned correctly in the bush in the end of the crankshaft, and some dealers have replaced the crankshaft.

Should the trouble be experienced it is only necessary to replace the bush part number 22H 1114.

METHOD

1) Remove the power unit (see section A14 Workshop Manual).
2) Separate the transmission assy. (see section F1 & F2 Workshop Manual).
3) Remove converter and driving plate.
4) Drill and tap the bush part number 22H 1114 and using a suitable extractor, withdraw the bush.
5) Push in new bush.
6) Replacement is reversal of above.

R & R Converter 8.80 hrs.
Drill and tap bush, extract and replace 0.50 hrs.
Total 9.30 hrs.
AUSTIN 1800  

P. B. R. have agreed to accept BMC claims for repairs to this booster. The advice given in SLS:154 concerning change-over units is now superseded and Dealers Warranty Claims for these repairs will be accepted through the normal channels.

AUSTIN 1800

Should Service Engineers encounter any complaints of pitting or corroding of these cylinder bores on this Booster, the complete assembly should be returned to the Factory for the attention of Mr. J. A. Hunter. We have not encountered this condition but are just following up on a lead that has been received through the trade.

AUSTIN 1800 MARK II.  

REDUCTION HYDROLASTIC PRESSURE

Further to Technical Bulletin C40/68, distance pieces have been fitted to the front and rear suspension. Commencing Car Numbers:

- Manual 1497
- Automatic 1013

AUSTIN 1800 SALOON & UTILITY  

GEAR CHANGE CABLES

To assist oil control from the remote control box end of the gear change cables, an improved retaining plate AYH 3123 and gasket AYH 3160 has been fitted in production. The new retaining plate is surface ground on the mating face and the retaining legs have been lengthened.

For identification the plate is anodised gold, and for correct fitting the plate is stamped "FACE OUT".

Commencing engine number:-

- Austin 1800 Saloon 18Y/Ta/H 13684
- Austin 1800 Utility 18YC/Ta/H 1063

AUSTIN 1800 AUTOMATIC  

FORWARD SUN GEARS

The annular oil groove has been deleted from the forward sun gear and added to the clutch cylinder, part number 27H 8584.

Clutch cylinders were modified and fitted to the Transverse Automatic Transmission for first production. The original and modified forward sun gears may be fitted to this clutch cylinder.
To gain a more accurate speedometer reading, a new speedometer AYH 9540 was fitted at Car number 842.

Technical details of the two speedometers are as follows:

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Axle Ratio</th>
<th>Calculated Revs. Tyres unworn</th>
<th>Speedo Revs.</th>
<th>Odometer Reading % Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>AYH 9268</td>
<td>67/16</td>
<td>1292</td>
<td>1280</td>
<td>+ 0.94</td>
</tr>
<tr>
<td>AYH 9540</td>
<td>76/16</td>
<td>1390</td>
<td>1376</td>
<td>+ 1.20</td>
</tr>
</tbody>
</table>

Recalibration of speedometer is not covered by Smith’s warranty.

MOULDED CARPETs

A new design of floor covering consisting of two separate moulded carpets, which are retained by the tread plate at the door sill areas. The original carpet fasteners have been deleted.

The carpets cannot readily be removed and cleaned. Additional protection has been provided against grease and mud from shoes by servicing personnel, by providing a plastic protective cover fitted under the sill plates extending across the front floor only. This cover must remain with the vehicle until it is in the Distributor/Dealer or Owners hands, when it should be removed by tearing off.

Slave covers should be used on the front and rear carpet to prevent damage during servicing periods.

Commencing car numbers:

*Automatic* 4726
*Manual* 28038

POTENTIAL BATTERY SALES

In response to our request for a better availability of 1800 batteries the following letter has been sent to all Lucas branches and Distributors.

"B. M. C. 1800 Vehicles - Potential Battery Sales

Our current volume of 12BN50 batteries for the replacement market, most assuredly indicates a growing potential for battery sales on this vehicle.

We suggest therefore, that it would be profitable to ensure that all outlets in our distribution network are in possession of 12BN50 stocks to meet with growing demands and ensure continuity in service, to the profitable enjoyment of all concerned.

Yours faithfully,

JOSEPH LUCAS (AUSTRALIA) PTY. LTD."
ALL MODELS

"Lucas" starter solenoid type 2ST has been replaced by a re-designed starter solenoid type 4ST.

The terminal end of the new unit is square in section and the manual-operating control has been repositioned between the main terminals. The electro-magnet is housed in a smaller cylindrical container attached to the square terminal base.

Commencing car number: -

- Mini Deluxe: 33169
- Morris Cooper "S": 3966
- Austin 1800 Manual: 26106
- Austin 1800 Auto: 1554

This starter solenoid will be fitted to all models including commercial vehicles.

AUSTIN 1800 MANUAL

Further to SLS 143 the following are the various lengths of OIL DIPPER RODS fitted in various stages of Austin 1800 production.

The length of the rod is measured from the bottom face of the handle to the "MAX" graduation mark on the blade of the rod.

1. Original production 16 13/16 in.
2. First change U.K. ONLY (NOT AUSTRALIAN PRODUCTION) 18 3/16.
2a First change AUSTRALIAN PRODUCTION to maintain original oil level. The U.K. rod reworked from 18 3/16 in. to 16 13/16 in.
3. Local manufactured rod reduced to 17 9/16 in.

To reduce the oil capacity by one pint, a local manufactured oil dipper rod 17 9/16 in. was fitted at engine number 12687.

Note the automatic engine oil dipper rod is 15 5/16 in. A few of these rods may have been fitted to the manual engine.

ALL PASSENGER MODELS

Seat belts to match the interior trim have been fitted at the following car numbers: -

- Mini Saloon: 2349
- Deluxe Manual: 32970
- Mini Cooper "S": 4022
- 1100 Auto: 2736
- Austin 1800 Manual: 26866
- Mini Van: 6158
- Deluxe Auto: 1914
- Morris 1100: 66329
- 1100 "S": 8591
- Austin 1800 Auto: 3323

AUSTIN 1800 AUTO

GEARBOX SEALING

At engine number 18YA/RC/H 4049 the exterior joints of the gearbox casing have been sealed with 3M EC847 "NITRILE" rubber sealer.

This sealing procedure will continue until power units are received with improved joint gaskets.
AUSTIN 1800 AUTO.

When following the instructions laid down on page 28 C/10 of the Automatic Transmission Manual AKD 4942, it has been found that the governor assembly can be installed back to front.

It is therefore essential when following these instructions, that the governor cover plate faces the final drive pinion.

GENERAL

Public demand has necessitated our paint manufacturers making available pint cans of engine paint covering the full range of BMC cars.

These are available in the colours and vehicle application as listed below, from BMC Parts & Accessories Distributors in Sydney.

<table>
<thead>
<tr>
<th>Colour</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Classic Gold</td>
<td>YD05</td>
</tr>
<tr>
<td>- YD05 (Mini Deluxe)</td>
<td></td>
</tr>
<tr>
<td>- YD05 (Moke)</td>
<td></td>
</tr>
<tr>
<td>- YD05 (Moke)</td>
<td></td>
</tr>
<tr>
<td>- YD05 (Mini Deluxe)</td>
<td></td>
</tr>
<tr>
<td>- YD05 (Moke)</td>
<td></td>
</tr>
<tr>
<td>- ADO17 Range (1800)</td>
<td></td>
</tr>
<tr>
<td>Metallic Green</td>
<td>YD04</td>
</tr>
<tr>
<td>- YD04 (Mini)</td>
<td></td>
</tr>
<tr>
<td>- YD06 (Cooper &quot;S&quot;)</td>
<td></td>
</tr>
<tr>
<td>Silver Blue</td>
<td>YD07</td>
</tr>
<tr>
<td>- Silver Birch</td>
<td>YD06(3)</td>
</tr>
<tr>
<td>- Silver Birch 1100 &quot;S&quot;</td>
<td></td>
</tr>
<tr>
<td>Red Enamel</td>
<td>MG 'B'</td>
</tr>
<tr>
<td>- MG 'B'</td>
<td></td>
</tr>
<tr>
<td>- MG 'B'</td>
<td></td>
</tr>
</tbody>
</table>

AUSTIN 1800 AUTO.

At engine number 18YA/RC/H 4049 the exterior joints of the gearbox casing have been sealed with 3M EC847 "NITRILE" rubber sealer.

This sealing procedure will continue until power units are received with improved joint gaskets.

AUSTIN 1800

The radio aperture in the new facia panel is to be re-designed to enable the fitting of "B.M.C." car radios.

ADVANCE INFORMATION.

AUSTIN 1800

To retain the sound deadening blanket firmly in position under the bonnet, metal bend-over tabs were introduced at Car number:-

Manual 27031
Automatic 2620

GEARBOX SEALING

FACIA PANEL

SOUND DEADNER
AUSTIN 1800

FUEL TANK SPILLAGE

As a result of a Product Fault Report an investigation has shown that spillage can occur with a full fuel tank driving around right-hand corners.

Quality Control have carried out various tests and have found that the problem is caused by the raised portion of the grommet 24G 2903 protruding above the fuel tank filler neck causing an ineffective seal.

At Car numbers - Automatic 3637, and Manual 27060, Production have ensured that the grommet stands down 1/8 in. from the top of the filler neck. In conjunction with this improvement a new adhesive 3MADY1 has been applied to the rubber seal on the fuel filler cap to prevent it from becoming unstuck.

Will all Service Engineers report to Service/Factories Liaison any re-occurrence of this complaint after the quoted car numbers.

AUSTIN 1800 MANUAL

OIL CAPACITY

At engine number 12687 the oil capacity was reduced by one pint and the dip stick lengthened and re-calibrated to suit. The initial fill has been reduced from 14 to 13 pints.

AUSTIN 1800 FRONT COVER ASSEMBLY

The assembling procedure for fitting the oil seal to the front cover has been revised. The previous method of pressing the seal into position, distorted the seal retaining boss in relation to the front face of the cover. This distortion can cause leakage at the oil seal.

A straight edge laid across the seal retaining boss will indicate this fault. Replace front cover assembly if necessary.

Engines between 18YA/RC/H 1164 to 2810 and 18Y/Ta/H 11665 to 12610 can be affected.

AUSTIN 1800 AUTOMATIC TRANSMISSION

Our Victorian Service Department recently investigated a loud scraping noise coming from the vicinity of the converter housing, i.e. similar to a noisy water pump, and, after an involved diagnosis, it was noted that the trouble was caused by the oil suction pipe vibrating in the retaining clip. The clip was altered slightly so that it secured the pipe firmly to prevent vibration. (Information only).

AUSTIN 1800 SOUND DEADENER

The Boot Lid Sound Deadener Anti-drum sheets were deleted at Car Serial Number 25177.
AUSTIN 1800

At Car Number 24869 the ash tray has been deleted from the back of the driver's seat.

AUSTIN 1800

NEW STARTER MOTOR

To increase the local contents and improve the starter motor performance, a new starter (Lucas M40) motor similar to that used by the Ford Motor Co., but fitted with an "Eclipse" pattern starter drive was fitted in production at Engine Number 10675.

The M40 type (4 in. yoke) replaces the M418 type (4 3/16 in. yoke). This type of starter is a four pole four brush earth return machine with series-parallel connected field coils, and will eventually be fitted to all our vehicles including heavy commercials.

Starter Test Data

Nominal Voltage .................................................. 12V
Lock Torque lbs./ft ............................................. 15 lbs./ft. minimum
Current ............................................................. 430 amps maximum
Starter Terminal Voltage ................................. 7 volts
Running Torque lbs./ft @ 1000 RPM ..................... 6 lbs./ft.
Current ............................................................. 280 amps
Starter Terminal Voltage ................................. 9 volts
Brush Spring Tension ........................................ 38-42 ozs.

Interchangeability: New starter will service the old only if the latest ring gear (.555 max. width) is fitted and cable terminal modified to suit.

ALL MODELS

"GOSS" FUEL PUMP

The material for the filter cover gasket has been altered by the manufacturer and fitted by them.

The new gasket was fitted at Engine Numbers:-

Morris 1100 10Y/Ta/H 65734 Morris 1100 "S" 12Y/Ta/H 3747
Deluxe 9YA/Ta/H 31295 Morris Mini 9YE/U/H 1483
Moke 9YB/U/H 4050 Austin 1800 18Y/Ta/H 9327
AUSTIN 1800 TIE-ROD MISALIGNMENT

Early failure of tie bar rubbers was found to be caused by the spigot of the rubber being incorrectly located in the bracket on assembly.

Action was taken, and assembly of the tie-rod and bracket is now carried out in a jig which positively locates the rubbers to the brackets and sets the angle of the tie-rod to the normal load position of the suspension lower arm. Commenced at Car Serial No. 22042.

AUSTIN 1800 FRONT SUSPENSION LOWER CONTROL ARM BUSHES

Premature wear or failure of the lower control arm bushes was thought to be caused by an incorrect assembly procedure taking place in the U.K. That is, the sub assembly is received with the lower control arm already locked in position, consequently loading the bushes outside the normal operation condition when assembled to the vehicle.

Action taken in production to eliminate this problem is as follows:

1) The control arm lock nut is slackened, before assembly to the vehicle, allowing reasonable free movement of the control arm.

2) The assembly is fitted to the vehicle on the production line.

3) The swivel hub is fitted to the upper and lower control arm.

4) The suspension assembly is then lifted and a wooden block placed under the vehicle, between the lower control arm and the vehicle frame, to give the normal loaded position of the lower control arm.

5) At this point the lower control arm bushes are tightened and the nut locked by a split pin.

The actual Car Serial Number that this procedure was introduced at is not available but it is thought to be at approximately 22042.

AUSTIN 1800 REPLACEMENT ENGINES

To confirm the differences between the two replacement half engines available, the following is important:

1) Half engine unit 48G 400 is the unit supplied for vehicles fitted with an electric fuel pump. Valve clearance is .015" (COLD) irrespective of the engine number.

2) Half engine unit AYH 444 is the unit for mechanical fuel pump units. Valve clearance is .018" (COLD) irrespective of the engine number.

AUSTIN 1800 PISTONS

A modified piston was fitted at Engine No. 18Y/Ta/H 7725. The piston is similar to the high compression M.G.B. piston, and fitted with local oil control ring equipment - refer Technical Bulletin C16/67.

To reduce the compression ratio from 8.9:1 to 8.6:1 for Australian conditions,
a thicker cylinder head gasket AYH 0446 was also fitted. Original compression ratio 8.2:1 is increased to 8.6:1 by these modifications.

**AUSTIN 1800**

**BUMP REBOUND RUBBER**

At Car Serial No. YAHS2/9551 modified bump rubbers 11H 1616 were introduced, without change to the rebound rubber 11H 1099. Quantities are now two off of each part number.

**AUSTIN 1800**

**ENGINE OIL DETERIORATION**

Complaints have been received from different areas in relation to the engine oil in new Austin 1800 and Morris 1100, being of a jelly like consistency at low temperatures. The vehicles had less than 10 miles service. This is also accompanied by complaints of the oil warning light showing and suspected clogging of the oil filter elements.

Oil samples have been examined and identified as being to the correct specification - OSE 20. Our supplier also has samples for investigation as to the reason for this deterioration.

Factory assembly areas have been instructed to use the minimum amount of grease for the assembly of needle roller bearings, etc., as it was thought that this may contribute to the oil condition but tests are inconclusive at this time. It has been proposed to change from using grease in assembly to, wherever possible, using petroleum jelly, which is more compatible with engine oil.

Until results of the investigations are known, initial fill oil OSE 20 from one of our other suppliers will be used.

**AUSTIN 1800**

**RUSTED RIVETS - REAR VENT WINDOWS**

Reports have been received of rusted rivets in the rear vent window assembly of the 1800.

These rivets are included as a U.K. pack item and are steel base nickel plated. We are advised that when these become an Australian item they will be either brass base nickel plated or stainless steel.

The rectification recommended for the U.K. rivets is: -

a) Remove rust with steel wool or fine emery
b) Apply clear lacquer to treated area.

**AUSTIN 1800**

**DRIVE SHAFT COUPLINGS**

Further to item "Body Boom/Vibration" SLS Issue 102, we have been advised that the "softer type rubber" couplings are to be included in future U.K. packs. This is advance information and further advice will be published on the introduction of these items.
In order to stop ingress of foreign matter into the flywheel housing, a rubber plug is to be fitted into the clutch lever fulcrum shaft hole.

To prevent the front seat hinge plates (Part No. YHA-4398 RH, YHA-4399 LH) from cutting the seat, adjacent to the squab adjuster hinge, the seat hinge plate has been reworked in production. The rework consists of "rounding off" the square corner edges of the plate to give sufficient clearance between the hinge plate and the seat when lowering the squab. Introduced at Car Serial No. 18735, on concession pending E. C. R. approval.

The Swivel Hubs Part Nos. BTB 604/5 on the 1800 are malleable castings and Engineering Department are interested in our field experience with this component. Would you therefore, keep a close watch on this feature and report any faults or failures to us immediately.

The torque figure on the steering arm nut is reduced to 85 lbs. ft. and a new Woodruf Key Part No. BTB 959 is to be employed. A Bulletin will be issued to the field as soon as supplies of this key are available, (estimated to be June).

A local two piece exhaust system has been introduced at Car Serial No. 17638. The new system replaces the existing U. K. supplied one piece exhaust system.

A new exhaust system incorporating two silencers, has been introduced on U. K. C. B. U.'s at Commission Nos. Austin - A17S 54318A Morris - M17S 9937A.

It must be noted that this modification does not affect Australian production.

To prevent valves breaking or scuffing, the existing valves and standard cotters are to be replaced by valves with Chrome-plated stems and bullock type cotters. The introduction point and details of part number changes will be advised when available.
Production advise that "Loctite Grade E" is to be added to the splines of the drive shafts and the interference spigot diameter. This aims to reduce cases of 'click' caused by radial movement between drive shaft and driving flange splines. These are the highest grades of locking compounds which allow dismantling of drive flange with equipment available in service, and have a considerably higher locking shear. The new addition will supersede "Loctite Grade H" in production.

A Technical Bulletin (C15/67) is being printed initiating a Grade "B" Campaign on the above for Austin 1800's prior to Car Serial No. 14944. The object of the operation is to prevent failure of Hydrolastic Hoses in the area of the front cross-member tube.

Service Engineers should familiarise themselves with this Campaign by examining current production cars. To ensure that dealers fully understand the procedure outlined in this bulletin, Field Engineers MUST demonstrate the method to all dealers in their territories.

An internal bonnet lock release has been introduced in production for this model vehicle, commencing at Car Serial No. 15119. It is anticipated that when the availability of parts is known, early model vehicles may be adapted and a bulletin be issued giving details.

A mechanical fuel pump AYH 2148, mounted to the engine has been introduced in production for this vehicle, commencing at Car Serial No. 14874.

The pump is of the conventional Goss type as fitted to the Wolseley 24/80, Freeway and servicing is as specified in the Workshop Manual TP654A for these vehicles.

Considerable reworking of the engine has been necessary to accommodate this pump, and it therefore cannot be fitted to early engines.

Commencing at Car Serial No. 14840, a locally produced Power Unit Vertical Damper AYH 0254 was introduced in production. The fixings and spacers were modified to suit the new damper.
**AUSTIN 1800**

**DISPLACER UNIT - INTERCONNECTION PIPES**

As from Car Serial No. 15102, local supply of Displacer Unit Interconnection pipes were introduced into production. New Part Nos. are R.H. - AYH 4062; L.H. - AYH 4063.

**AUSTIN 1800**

**WINDSCREEN & BACKLIGHT SEALS**

It has been reported that instances of staining from these seals has been experienced after contact with certain solvents used in production. As a quantity of the seals have already gone through production, this problem may be experienced in service.

The stain could occur during cleaning of the vehicle by the dealer if a solvent such as White Spirit or Kerosene is used. This develops as a red streaking onto the paintwork and unless removed immediately could leave a permanent stain.

**AUSTIN 1800**

**REAR SUSPENSION**

From Car Serial No. 14259 a modified rear suspension has been fitted in production using Aluminium Die Cast rear mounting brackets, replacing the existing mounting welded to the Body Shell - rear floor assembly. The latter mounting brackets cannot be readily fitted to the early floor section.

**AUSTIN 1800**

**DRIPRAIL**

As from Car Serial No. 13670 the U.K. drip mould finisher has been replaced by one of local manufacture.

**AUSTIN 1800**

**TRUNK LID**

The operating lever of the Austin 1800 trunk lid handle assembly is being secured by a lock washer from Car Serial No. 13890. This will prevent incorrect location of the lever.

**AUSTIN 1800**

**SUSPENSION**

A new type of front suspension assembly has been introduced on the Austin 1800 from Car Serial No. 14308. This modification incorporates drive shafts having sliding inner flanges and a modified differential with increased lengths of differential shafts. Transmission assemblies are not interchangeable as the differential gears have been altered with the removal of the welsh plug.

**AUSTIN 1800**

**SUSPENSION**

Commencing at Car Serial No. 14168 the Austin 1800 front suspension swivel hubs are being crack detected. These vehicles are identified by a white ring painted on the drive shaft.
Recent investigations of non genuine drive couplings manufactured in Singapore and being currently marketed in Australia, have resulted in the following findings:

**Rig Test** - Although the rubber hardness was 20-25% harder than the genuine coupling, failure occurred at 16,000 of the required 100,000 cycles.

**Visual Examination** - Similar to the genuine part except that the rubber flash over the spider centre was moulded into a square instead of round shape with a letter M moulded into the surface.

The metal spider was machined all over and appeared to have been machined from solid.

The tapers on the ends of the spiders differed from the genuine article.

**Metallurgical Condition** - The spider of the non genuine is of mild steel construction as opposed to hardened and tempered as specified.

**Rubber Bond Test** - The rubber bonding to spider failed on test at 1,000 lb against the required 2,688 lb.

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**AUSTIN 1800 SUMP PLUG - OIL LEAK**

An investigation of oil leakage at the sump drain plug has revealed cracks around the drain hole and advice has just been received from the United Kingdom as follows:

"In the near future a strengthening rib is to be cast along the drain plug boss and the fillet radii are to be longer."

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**AUSTIN 1800 SEIZURE OF REVERSE IDLER GEAR**

A few cases of seizure of the reverse idler gear, have been examined, resulting in damage to the casing. B.M.C. (U.K.) are aware of the problem and a modification has been implemented to increase the central bore of the gear from .70/.71" diameter to .72/.73" diameter.

This will be introduced as a running change in the U.K. Pack without prior warning of change point. It is anticipated that our first knowledge of the modification will be the rapid termination of the problem.

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**AUSTIN 1800 REAR HUB BEARING - RUST**

Water and abrasive entering rear hub bearings via the joint between the trailing arm and back plate can cause damage to the seal and bearing.

An internal water shield or deflector plate has been fitted which does not prevent water entry. Commencing Serial Number is not available).

It is recommended that this joint be sealed by using a Nitrile sealer adhesive, 3M EC-800 applied around the joint between the back plate and trailing arm and a Concession has been raised to do this on 3000 cars. This method can also be used in service.
AUSTIN 1800  

FASCIA PANEL FINISHERS

New fascia panel finishers incorporating a black crackle insert have been introduced at Car Serial No. 10672.

AUSTIN 1800  

R. H. ENGINE MOUNTING

At Car Serial No. 10958 a local out-rigger type R. H. engine mounting was introduced. On vehicles prior to this number, mounting 11H 1610 together with an insulating spacer, will be used.

AUSTIN 1800  

BRAKE AND CLUTCH PEDAL ASSEMBLY

At Car Serial No. 11000 action was taken to ensure correct alignment of the brake and clutch master cylinder to push rod.

Master cylinders requiring attention in service because of scored bores due to misalignment should be rectified by opening the section of the pedal channel at the pedal to cylinder clevis pin hole with a lever to allow sufficient clearance between the push rod and channel for alignment.

AUSTIN 1800  

GEAR CHANGE CABLE OIL LEAKS

To date three types of gear change cables have been in use and the following are the details:

1. The original thicker type with smaller ferrule at the end, Part Nos. 22H 868 and 22H 317. The main problem was that this type was splitting along the cable. Bulletin C4/66 refers to the repair method of sealing and taping.

2. A thinner type of cable with hexagonal ferrule, Part Nos. 13H 2894/5. These have been 100% sealed and taped at the gearbox end prior to installation.

3. A later issue of 13H 2894/5 but with a rubber boot over the ferrules and it appears to be satisfactory.

As the introduction of the changes was intermittent, commencing Serial Numbers could not be recorded however the foregoing will enable you to distinguish the various changes. This is a P. I. M. item so please advise the results of the latest cables to Service Liaison through your State Supervisor.
INTERMITTENT BOOSTER OPERATION

This lack of booster assistance usually occurs after the vehicle has been stationary over night or for prolonged periods and after two or three applications of the brake the booster usually comes into operation and continues satisfactorily until the vehicle is once again left stationary for a prolonged period.

The problem has been isolated to the vacuum non-return valve fitted in the manifold and can be effectively overcome by disguarding that valve and replacing it with a similar valve which is designed to fit on the booster itself.

Parts required for this change-over are:

<table>
<thead>
<tr>
<th>Part</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve</td>
<td>64490204</td>
</tr>
<tr>
<td>Banjo Bolt</td>
<td>64473639</td>
</tr>
<tr>
<td>Washers</td>
<td>378730</td>
</tr>
</tbody>
</table>

These parts are similar to those fitted to the Holden and Falcon and, therefore, should be generally available either through the Lucas Depot or other obvious sources.

AUSTIN 1800 TIE ROD CAMPAIGN (60/66)

Further to Technical Bulletin C60/66 - 'A' Grade Campaign, we are advised that the opening at the forward end of the tie-rod bracket, referred to as requiring a sealant, the Laboratory recommend sealing with a strip of black polyethylene tape \( \frac{1}{2} \)" or 2" wide (e.g. Sello-tape 506). It is suggested that this method of sealing be used in conjunction with the campaign. Please advise Dealers.

AUSTIN 1800 HEAD GASKET LEAKAGE

Further to Service Bulletin C20/66 it is suggested that Rolls Royce jointing compound be applied to both faces of the Copper Asbestos cylinder head gasket as a further aid to obtaining a gas tight joint.
AUSTIN 1800

RATTLES ORIGINATING FROM WHEEL BEARINGS

A 100% check is being carried out during roller testing and any bearings which are considered to have excessive end float are being rectified.

Care should be taken when adjusting wheel bearings as any pre-load will cause bearing failure. Rectification at Pre-Delivery should not be necessary.

Wheel bearing end-float

Front - Zero to .004 in.
Rear - Zero to .002 in.

Please amend your Workshop Manual, and pass this information on to all servicing personnel.

AUSTIN 1800

R. H. REAR ENGINE MOUNTING

When fitting the modified R. H. (rear) engine mounting (Service Bulletin C11/66) with the additional insulating spacer. The two existing set screws HZS 0606 (3/4" x 3/8") engine to mounting MUST be replaced by longer set screw HZS 0607 (7/8" x 3/8").

The longer set screw will be included in all future service replacements kits.

To relieve the shearing stress on the above engine mounting the clamped distance between engine block and mounting has been reduced by the re-introduction of tie-rod bracket 11H 1382. Commencing Car Serial Number 9961.

AUSTIN 1800

REMOTE CONTROL CABLES

Damage of the casing causing oil leakage has arisen from the crimping of sleeves on the new type remote control cable. Damage is occurring at both ends of cable.

METHOD OF RECTIFICATION

1. Hang cable so that oil runs away from leak.
2. Degrease cable with Shell X60 solvent.
3. Seal the split with 3M EC776 sealer applied with a brush.
4. Tightly bind with 1" wide sellotape 506 tape to build up cable level with sleeve.
5. Reapply sealer over tape at joints.
6. Tightly bind again with a short length of 506 tape overlapping 1/2" onto the crimped sleeve.
7. Apply sealer over tape at joints.
8. Allow to dry for 3-4 hours.

NOTE: 3M EC776 sealer now supercedes 3M EC1103 as a sealant for all cable leaks refer Service Bulletin C4/66.
When examining vehicles fitted with a crankcase breather control valve if it is apparent that oil fumes emerge from the oil filler cap also if the idle speed is unaffected when the cap is removed the trouble will be caused by the light blow-back valve underneath the main diaphragm remaining in a closed position due to wear on the three legs on the aluminium body.

As this is a U.K. component we have been informed that it cannot be repaired therefore it will be necessary to replace the unit. You will be advised through normal parts channels when the improved unit becomes available as replacement.

**AUSTIN 1800**

**PREVENTION OF RUST CORROSION IN PRODUCTION**

An extensive exercise has recently been carried out by our Laboratory to ascertain the cause and to devise methods of rectification of corrosion in the body panels used in the production of the Austin 1800.

As a number of these affected panels may result in later claims under warranty, it is desirable that all Field Service Engineers know that corrective action has been taken in production with further investigations in progress.

The corrosion in question will be evident - as rust stains penetrating from body seams and where finishers have damaged the paint during fitting.

As a number of the 1800 panels are pack items, it is impossible at present to apply zinc-rich primer to many of the suspect flange areas at assembly. To overcome this problem, Production are making an effective preclean of preservation wax on these panels coupled with improvements in Roto-Dip treatment.

When investigating a body boom condition experienced on some vehicles at 65/70 mph in top or at corresponding rpm in the lower gear range. We have tried many methods such as balancing crankshaft, changing engine mountings, releasing the lower engine steady and exhaust system etc. with no noted difference. However, an improvement was found by fitting a pair of the earlier (softer) type drive shaft couplings Part No. 22H 392.

If you have carried out any investigations in connection with this problem and if you have tried the couplings 22H 392 please assess the results of road testing with the sump guard on and off and advise Service Liaison as quickly as possible.
On early models one of the two small breather holes in the fabric washer situated under the power brake filter assembly was deleted to overcome 'CLONK'. However, a slight brake lag resulted together with the possibility of the one remaining hole becoming clogged with foreign matter. Later models of the Power Brake were modified to overcome 'clonk' and lag conditions.

If a complaint of brake lag should arise, ascertain whether a single or double hole fabric washer is fitted. If single hole fitted and the vehicle's owner is prepared to accept a slight 'clonk' from the unit, punch an identical hole through the fabric washer diametrically opposite the first.

Refer page F8 paragraph 14 also (Fig. F9). The Baulk Ring first/second sliding coupling was not introduced into Australian Power unit - Engineering contacting U.K. regarding this modification as Part Number not known.

Commencing at Car Serial No. 2835, a new type of toughened windscreen glass Part No. 24G 4472, has been fitted. This glass is known as "ZEBRAZONE" and can be identified by a series of vertical stripes across the glass when viewed from an appropriate angle. The previous windscreen Part No. 24G 3774 has an oval shaped safety zone approximately in front of the driving position.

The rear brake drums are balanced individually before fitting to vehicle in production. Commencing Car Serial No. 3987.
Reports have been received of excessive gear shift effort when selecting 1st and 2nd gears with the vehicle at rest. This condition becomes intolerable in stop-start driving.

When diagnosing the cause of the complaint - DO NOT REMOVE THE POWER UNIT FOR STRIP AND REBUILD - until the following operation has been carried out:

a) Loosen the end cover of the flywheel housing.
   NOTE: A little oil will escape but this is not detrimental.

b) Check gear selection and if satisfactory, the offending condition is caused by insufficient idler gear end clearance.

c) Remove idler gear, thrust washer, and measure, check facers for tape up.

d) Renew the thrust washer allowing .004" clearance.

Thrust washers are available in the following sizes:

- .128 - .129"  22H 936  
- .130 - .131"  22H 937  
- .132 - .133"  22H 331  
- .134 - .135"  22H 332

As stocks of the smaller thrust washers are in limited supply would you return displaced thrust washers to Service Liaison Department marked for the attention of Mr. J.A. Hunter.

If the above operation has not improved the gear shift effort the cause will be in the synchroniser assembly.

The new engine mounting 1H1610 was submitted to a 100% bonding check and may be identified by a dab of red paint. These mountings were fitted in production at Car Serial No. 5837.

Further to Service Bulletin 69/66 and the introduction of the strapless drive clutch 15H5533 a new clutch pedal which reduces "clutch pedal travel" was introduced at Car Serial No. 5519. Due to the introduction of the improved pedal the 100% line check has been altered to a functional check, Car Serial No. 6320.

It has been brought to our notice that the connection battery earth lead to the valance may not have been tightened correctly in production. Please instruct your Dealers to check the tightness of this connection on the Austin 1800.
Arrangements have been made with Joseph Lucas for Girling Boosters for the '1800' to be available on a changeover basis through their State Branches.

The basis of operation is that they will be available on a changeover one for one basis for metropolitan dealers, and for country dealers the Lucas Branch will supply a replacement booster on request, on the understanding that the BMC Dealer will return to the Lucas Branch the displaced, defective unit. Should the unit not be returned within a reasonable time, then the dealer will be charged.

This information will be issued to Dealers through the Policy and Procedure Manual in due course, but in the meantime will you please acquaint dealers with this service.

The Lucas Night and Day signalling system provides full intensity of the rear signal lights for daylight conditions and lower intensity to reduce glare during the hours of darkness.

Operation of Relay
The intensity of the rear lights is reduced to a lower level at night by the incorporation of a 3 pole magnetic relay, which is energised when the side and tail lights are switched ON. Front indicator light level is maintained at day time intensity to ensure visibility against headlamp glare.

When the relay is energised it automatically connects resistors in SERIES with the bulb filaments, so reducing the voltage applied to the bulbs with the consequent reduction in their light output.

Frequency of the thermally-operated flasher unit would normally be affected by the reduction in current consumption, and to overcome this condition, a further resistor is connected in PARALLEL with the lights to provide an additional load on the flasher unit, and so maintain the normal full-load functioning conditions.

The only extra item of equipment necessary for this system is the relay which is mounted within the L/H rear wing and minor changes to the wiring harness to the rear lamps.

In accordance with BMC road safety policy the Austin 1800 is equipped with the Lucas Night and Day system and it is anticipated that all future BMC vehicles will be thus equipped.

CAUTION: To prevent overloading of the relay unit when using towing lights. The take-off for the additional wiring should be tapped into the circuit before THE RELAY UNIT.
Instances have been reported of adverse owner criticism toward gear changes in this vehicle. Investigation has proved this to be mainly in the selection and engagement of first and second gears, and can be diagnosed as baulking of the synchro ring and first gear hub due to the interference between the synchronising ring and first gear hub. This condition when engaging first gear can be eliminated to a very large extent by developing a driving technique similar to that used when selecting first gear in the A type gearbox, (i.e., by declutching).

Baulking of second gear is usually experienced on the downward cycle (i.e., from third to second). The technique in this case being to slightly raise the engine R.P.M. to assist the change and synchronising. When complaints of this nature are encountered it is advisable to check the set of the gear lever and ensure that this is biased toward the driver's seat. A further check should be made of the gear cable lengths and if necessary corrected by adjustment as specified in Section F5 of the Workshop Manual ADK4138.

In isolated cases where gear selection is stiff after attempting the above methods of rectifying, synchro springs Part No. AYH3089 should be fitted to the first gear hub. Fitting of the modified springs will improve gear selection from stationary, but baulking effects at speeds in excess of 5 MPH will remain unchanged. A limited quantity of these springs will be held by Service Department and will only be issued on request accompanied by full details of history of the vehicle.

ADVANCED INFORMATION AUSTIN 1800

The Valve Rocker Complete 11G45 will be replaced by Valve Rocker Complete 12H1817 which is Parco-Luberized to minimise wear. Yellow paint marking for identification.

At car serial number 27523 camshaft 12H1294 was replaced by camshaft 12H34 (Morris Elite timing) to reduce valve train failures.

First Australian produced Austin 1800 with Mechanical Fuel Pump will use 12H34 camshaft and a mechanical Fuel Pump Cam to form Camshaft AYH0245 Complete.

AUSTIN 1800 REPAIR TIME SCHEDULES

Service Engineers are advised to notify dealers in their territories to delete from the description of Operations E87 and E88 the words "Includes removing and refitting radiator where necessary".
Claims have been received against Operation No. 1.5 in excess of the time of 0.80 hrs. for R & R of the speedometer head. These have been as high as 4.00 hrs. on some occasions, therefore a reassessment has been made with the resultant elapsed time of 37.82 mins. being achieved.

After adding the approved contingency allowance the Schedule Time will be revised to 1.00 hrs. and claims are accepted for this time.

A Service Bulletin detailing removing and replacing procedure is under preparation.

**RADIATOR COWL CLIPS**

A rubber cowl surround is **NOT** fitted to the Austin 1800 although the attachment cups are in situ.

Dealers are to be advised that the rubber surround is not fitted in production.

**DISC BRAKE PAD**

Disc Brake Pad material for Austin 1800 application has been under review. It has been decided by Engineering that Mintex M78 pads will replace Ferodo DA6.

**HUMIDITY BLISTERS**

As a result of a report from our Queensland Service Office, inspection of cars at Victoria Park showed humidity blisters across the bonnet air vent panel.

The cause of this condition has been traced to wet deck residues. Careful sponging of the area during production has eliminated the problem.

**TYRES**

Radial ply tyres are fitted as original equipment and it is essential that only Radial Ply tyres are used as replacements.
Porosity causing oil leaks from these gear cases can be rectified by using Devcon F Aluminium filled Epoxy Compound.

Two types of cases are currently being received:

a) Die cast aluminium. Porosity on these cases is almost entirely restricted to the recessed areas on the lower finned surface. Rectification using Devcon F may be carried out on these areas without dismantling the assembly.

b) Sand cast aluminium. Porosity on these cases occurs over a large flat area of the lower surface and is not isolated to any one particular spot. These cases must be completely dismantled before rectification. Rectification is required on both inside and outside surfaces as detailed below.

Special Points to be Noted:

1. Particular attention must be paid to degreasing procedure. Any oil present on areas being rectified during the bonding process will not allow satisfactory adhesion of the epoxy compound to the casting.

2. Operators should avoid handling the epoxy mix. Any material which comes in contact with the skin should be immediately removed by washing in warm soapy water.

3. Pot life of mix is only half hour and excess mixture should be discarded after this period and a fresh batch made.

a) Die Cast Aluminium Cases (External application only)

i) Drain oil from power unit and stand the assembly upside down for at least an hour to allow oil to drain from the porous area.

ii) With a stiff wire decarbonising brush remove any paint and lightly riffle the affected areas to provide a key for the resin.

iii) Degrease the area using Shell X-60 Solvent liberally applied with clean rags. Dry off with a clean dry rag.

iv) Mix 9 parts of Devcon F with 1 part Devcon F Hardener, noting that a maximum working time of the mix is 30 minutes at 75°F. Mix only sufficient compound for the immediate job in hand.
PRE-RELEASE INFORMATION - AUSTIN 1800

The Austin 1800 has undergone extensive road proving in Australia before being introduced into production in this country, resulting in a number of improvements to suit local conditions. The vehicle is basically similar to that detailed in the Workshop Manual AKD 4138 which has already been made available to you. The few changes to specification are:

TORQUE WRENCH SETTINGS
Cylinder head nuts - 40 lb. ft. maximum.

VALVE TIMING
Rocker Clearance .018 in. Rocker clearance must be adjusted by the method outlined in Section A10 of the Workshop Manual.

IGNITION SYSTEM
Ignition timing - Dynamic 12° B. T. D. C. at 500 R. P. M. and then increase engine idle speed to 550 R. P. M.

SUSPENSION
Trim height at kerbside weight condition and 260 P. S. I. mean pressure checked from the front hub centre to wing height is 15½ in. plus 0, minus ½ in. A slight differential in pressures may be used to equalize the mean trim heights each side. Vehicles must not be run at pressures exceeding 280 P. S. I.

STEERING
Steering wheel turns - lock to lock has been reduced to 3.8 by the introduction of a slightly larger pinion.

FRONT WHEEL ALIGNMENT
The front wheels must TOE-IN 1/8 in.

CLUTCH PEDAL HEIGHT
The Clutch Pedal Height should be checked at every opportunity and should read 5-5/16 in. plus 0, minus 5/16 in. from the lower tip of the pedal rubber to the toe board (with carpet and felt removed).

BLEEDING THE HYDRAULIC SYSTEM (Rear brake reducing valve).
Top up the supply tank direct from a can of unused Brake Fluid.

Special Note: Never under any circumstances use fluid which has been bled from a system to top up the supply tank as it may be aerated, have too much moisture content and possibly be contaminated.

Ensure that the supply tank is kept topped up with fluid as it is essential that at no time during the bleeding operation should the fluid reservoir level be allowed to fall to a point where air may be admitted into the hydraulic system via the supply tank.

Slacken off the adjusters to the rear wheels until they reach their stops.

Bleed the front brakes first. The pedal must be pushed hard down through a full stroke, followed by three short rapid strokes and then allowed to return quickly to its stop by removing the foot from the brake pedal.
Note: Remove the floor mat or any other object which may obstruct the full stroke of the pedal.

Ensure the handbrake is applied before commencing to bleed the rear brakes. The pedal must now be depressed slowly through a full stroke and returned slowly, allowing three or four seconds between each stroke.

If during this process the pedal application causes the valve ball to contact the valve seat (this condition is easily detectable as the contact can normally be heard and the brake pedal cannot be pushed completely to the floor) the bleed screw must be tightened without delay whilst the assistant operating the brake pedal releases the handbrake. The combination of both actions displaces the ball valve from its seat.

The handbrake must then be re-applied and the bleeding continued, repeating the procedure until the air is expelled at each rear wheel cylinder.

Upon satisfactory completion of the bleeding procedure, reset the adjusters on the rear drum brakes.

TRANSMISSION
Final drive ratio 4.187:1, 15.39 miles per hour for 1000 R.P.M.

SEAT ADJUSTMENTS
Both front seats are adjustable fore and aft by a spring-loaded lever which is located below each seat. The reclining front seat squabs are adjustable by a lever control to any angle from upright to flat.

JACKING POINTS
When lifting the front of the vehicle with garage jacking equipment, the jack MUST not be placed under the transmission case as it may lead to damage of the engine mountings. It is recommended that a suitable jacking block be fabricated to locate aft of the front suspension mountings.

TYRES
Radial Ply Tyres are the only tyres recommended and are fitted as original equipment.

POWER UNIT - REMOVING AND REPLACING
The rocker cover studs are unsuitable as fixing points for the engine lifting brackets. However, the brackets should be attached to Nos. 5 and 8 cylinder head studs for this purpose.