INSTRUMENTS

SERVICE REQUIREMENTS

Apart from an occasional check on the cable connections, the instruments fitted to Imp and Chamois models require virtually no maintenance. The following paragraphs are for guidance on the procedure to be adopted in the event of an instrument not operating correctly.

Fault finding in the mechanical instruments requires no special equipment, but to check certain electrically operated instruments, a Smith's instrument tester is necessary. This unit makes it possible to carry out diagnosis procedure without removing the instrument from the vehicle. Instructions for its use are supplied with the tester. (See Fig. 37.)

No attempt should be made to carry out an operation without a clear understanding of the procedure, whether for testing, removing or refitting; and the functioning of the electrical equipment should be checked before and after work has been done on the vehicle. If an instrument is found defective, it should be removed from the vehicle and returned to the manufacturer through the normal parts channels for repair or replacement.

INSTRUMENT IDENTIFICATION

It is essential to know the instrument type so that the correct testing procedure can be adopted. The instrument type can be determined from the coding prefix which usually accompanies the manufacturer's part number. The coding prefix will be that shown in the following table which lists the instrument types for Imp and Chamois models.

Instrument	Operation	Type	Code
Speedometer	Cable Drive	Magnetic	SN
Tachometer	Electrical	Impulse	RVI
Temperature Gauge	Electrical	Bi-metal	BT
Fuel Gauge	Electrical	Bi-metal	BF
Oil Gauge	Oil Pressure	Bourdon Tube	PL
Ammeter	Electrical	Moving Iron	AM
Voltmeter	Electrical	Bi-metal	BV
Voltage Stabilizer	Electrical	Bi-metal	BR

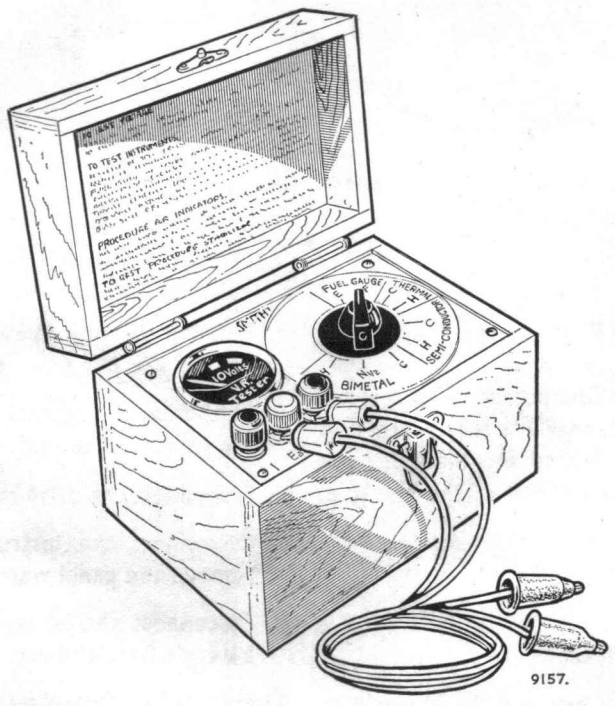

Fig. 37. *Smith's instrument tester*