

FOREWORD

Every possible care is taken during the manufacture of these cars to ensure that they leave the factory capable of giving many miles of trouble-free motoring. **Proper lubrication and maintenance are absolutely essential if satisfactory performance is to be maintained.** For details of the factory's recommendations, reference should be made to the owner's handbook supplied with the car.

When undertaking any repairs or overhaul it is essential that the unit to be worked on is cleaned and *kept clean* while the work progresses. Dirt is detrimental to the correct functioning of a vehicle and conducive to a high rate of wear.

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The various units and systems of the vehicle are dealt with in sections which are listed on page 3, each being distinguished by a reference letter. Each section thus referred to opens with a contents and index page, so that any particular operation may be picked out in the shortest possible time.

GENERAL DATA

Comprehensive information regarding dimensions, tolerances and weights is given at the beginning of the Manual.

SPECIAL TOOLS

Certain service operations are greatly facilitated by the use of the specially designed tools manufactured by Messrs. V. L. Churchill & Co., London Road, Daventry, Northants., England. The use of these tools is described under the appropriate section headings.

DECENTRALIZED SERVICE

In order to provide the best possible service for owners, the dealer organisation throughout the world forms a link between the owner and the factory. All problems relating to the servicing of cars are dealt with through that organisation, dealers having behind them the backing of the factory service department.

Owners who require advice or information which is not dealt with in this workshop manual should direct their enquiries to their dealer. In all correspondence it is imperative that the full chassis number, including prefix and suffix letters is quoted and that reference is made to any previous correspondence. The chassis number, including the prefix and suffix letters, will be found stamped on a plate fixed either to the left-hand side panel in the engine compartment, or to the front bonnet locking platform.

The engine number will be found on the left-hand side of the cylinder block, immediately above the oil pressure switch. This information may be required for customs purposes.

FROST PRECAUTIONS

Important note: As the engine is constructed of aluminium alloy, anti-freeze to British Standards Specification 3150 must be used, otherwise serious damage may result (see Section "A"). The importance of taking proper precautions against damage by frost cannot be over-emphasized.