

Daimler

SPORTS CAR

SP.250 RHD—SP.250 LHD

SUPPLEMENT

FOR

ACCESSORIES

&

EXTRAS

FOREWORD

The purpose of this Supplement is to present in as clear a manner as possible all the information necessary for the location and operation of certain accessories and extras fitted to the SP.250 Sports Car.

A list of Accessories and Extras available is given in our current Price List of New Cars.

An "Accessory" is an item of equipment fitted to the car after production, either by our Service Department at the Factory or by any of our Official Distributors or Dealers.

An "Extra" is an item of equipment fitted during production of the car and must be included on the original Purchase Agreement for the supply of a new car.

CONDITION OF SALE

The Daimler Company Limited reserve the right to alter any detail of price, specification or equipment without notice or retrospective action.

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THE HORVALL "D" TYPE ROADWHEEL DISC (ACCESSORY)

DESCRIPTION

The Horvall "D" type roadwheel disc dispenses with the need for the normal hub cap. It covers the whole of the roadwheel inside the rim, being attached by a screw to an adaptor (Fig. 1) fitted in the centre of the roadwheel and has an aperture for the tyre inflation valve. The fitting of the Horvall disc in no way affects the balance of the roadwheel assembly or the balancing weights that may already be fitted.

REMOVAL AND REPLACEMENT, HORVALL ROADWHEEL DISC

1. Removal

Remove the Horvall disc from the roadwheel by slackening the centre screw anti-clockwise (Fig. 2). This screw is retained in the disc by rubber pads fitted to the shank of the centre screw.

2. Replacement

The replacement of the Horvall disc is the reversal of the removal sequence but particular attention must be given to the following points :—

- i That the centre screw is held by the rubber pads.
- ii That tyre inflation valve is located in the aperture provided.

THE SPARE ROADWHEEL

When the spare roadwheel is going to be used, it will be necessary to remove the hub adaptor from the original roadwheel and fit it to the centre of the spare roadwheel.

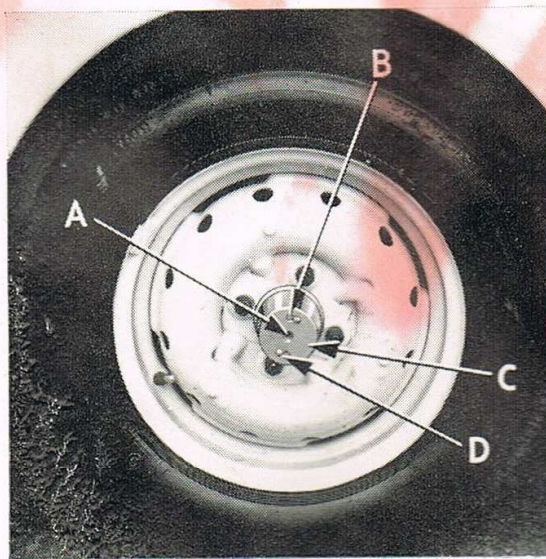


FIG. 1
THE HUB ADAPTOR FITTED TO
CENTRE OF ROADWHEEL DISC

- A Tapping in inner hub adaptor for centre screw
- B Key-hole shaped aperture
- C Outer hub adaptor
- D Adaptor securing screw

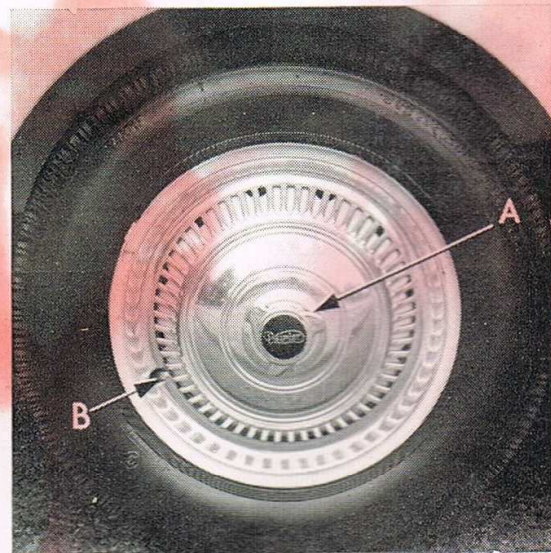


FIG. 2
THE HORVALL "D" TYPE
ROADWHEEL DISC

- A Centre screw
- B Note clearance for tyre inflation valve

THE LUCAS ELECTRIC SCREENJET (WINDSCREEN WASHER) (ACCESSORY)

DESCRIPTION

The Lucas Electric "Screenjet" is of the twin jet single nozzle type which is centrally positioned just in front of the windscreen and two jets of fluid are directed onto the windscreen at a point inside the arcs of the windscreen wiper blades.

The "Screenjet" reservoir is a glass bottle contained in a cage mounted on a bracket situated in the engine compartment (Fig. 2). It is connected to the twin jet nozzle by a length of flexible tubing which passes through the rear engine bulkhead to the side of the plenum chamber.

The bakelite top cover of the glass reservoir includes the housing for a small motor unit, the spindle of which passes downward through a brass tube, almost to the bottom of the reservoir. The end of the tube terminates in an auxiliary reservoir submerged in the windscreen washing fluid and its bottom face includes the inlet orifice, the pump rotor and the outlet port to the twin jet nozzle.

The "Screenjet" is controlled by a switch fitted to the bottom rim of the cockpit facia at the L.H. side of the centre cutaway (Fig. 1). The electrical circuit is included in the ignition system and so will only operate when the ignition is switched on.

The pump rotor and shaft are designed so when they are rotating at speed and are freely supplied with water, a thrust is developed which causes the moving parts to move upward. This movement is employed to close the inlet orifice in the bottom face of the auxiliary reservoir and close a pair of contacts in the motor housing.

The pump is set in motion by closing the push button switch attached to the cockpit facia. The subsequent upward movement of the rotating parts closes the internal contacts, thus maintaining the motor in motion eliminating the necessity for any further pressure on the cockpit switch. The pump will continue to operate while there is fluid in the auxiliary reservoir and so maintain this upward movement, but the moment the reservoir empties the pump components will drop, separating the motor contacts and the motor will come to rest. With the lowering of the pump rotor, the opening of the inlet port will occur, allowing the reservoir to fill; the brass tube in which the rotor shaft is housed forming an air vent. It will be realised from the foregoing that the level of the fluid must never be allowed to fall below the level of the auxiliary reservoir.

The bakelite top cover also incorporates the filler orifice which is closed by a special rubber plug. Clean soft water should only be used to fill the reservoir and as a precaution against frost, denatured alcohol should be added.

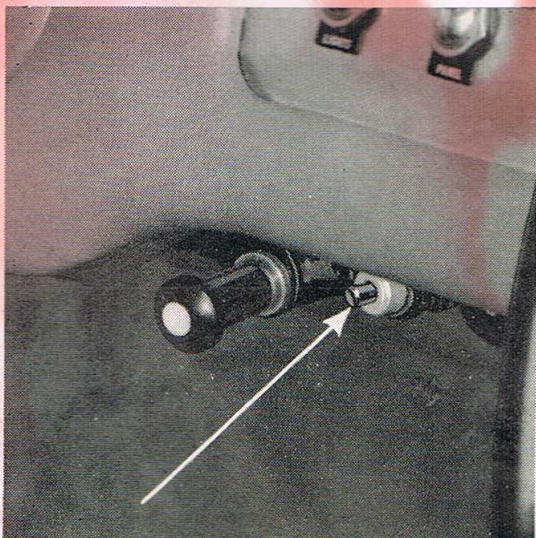


FIG. 1

THE "SCREENJET" PUSH BUTTON
SWITCH MOUNTED BELOW THE
INSTRUMENT FACIA

Operates only when ignition is switched on



FIG. 2

THE 'SCREENJET' RESERVOIR
MOUNTED IN THE ENGINE
COMPARTMENT

- A Motor unit
- B Pipe line to twin jet nozzle
- C Filler cap and antifreeze measure
- D Reservoir frame
- E Auxiliary reservoir inside main reservoir
Fluid must always be above this level
- F Reservoir frame mounting bracket

TO FILL THE MAIN RESERVOIR

Open the engine compartment and remove the rubber filler plug in the "Screenjet" top cover and pour in the required quantity of soft water to bring the fluid level up to the bottom of the reservoir neck.

As a precaution against frost, two "measures" of denatured alcohol (methylated spirit) should also be added. The measure is included in the underside of the rubber filler plug.

Hard water can be used, but it may be necessary to periodically clean the outlets of the twin jet nozzle.

LUBRICATION

Lubrication will not normally be necessary, but after a long period of service it may be realised that the pump motor is beginning to slow down. The following procedure should then be adopted.

Remove the top cover from the fluid reservoir by rotating it a quarter turn anti-clockwise. Lay the top cover and auxiliary reservoir in a horizontal attitude with the filler plug on the L.H. side and the terminal block nearer the engineer. Apply one or two drops of thin oil to the felt pad viewed between the pump motor housing and the top cover.

DO NOT OVER-LUBRICATE AS THE EXCESS LUBRICANT MAY FOUL THE WASHING FLUID.

CLEANING THE TWIN JET NOZZLE

Unscrew the twin jet nozzle from the nozzle assembly situated in front of the windscreen. Switch on the ignition and operate the "Screenjet" two or three times without the nozzle fitted; switch off the ignition. Clear the twin jets with blasts of compressed air. Only in the instance when the obstruction is obstinate is the use of a wire probe permitted.

Screw the twin jet nozzle, with a new washer, into the nozzle assembly and operate the "Screenjet" once more. Should the fluid jets appear to have become misaligned they can be reset as detailed in the next paragraph.

SETTING THE ALIGNMENT OF THE TWIN JET NOZZLE

The twin jet nozzle must be set so it will spray a jet of fluid on to the windscreen inside the arc of the windscreen wiper blades and high enough to remain effective when the car is travelling at high speed. The higher the normal road speed of the car, the higher will be the setting of the fluid jet when the car is stationary.

Switch on the ignition and operate the "Screenjet", observe where it sprays and switch off the ignition. When adjustment is necessary, estimate the error, slacken the two screws of the nozzle assembly and reset the angle of the nozzle as necessary, utilizing the spanner provided. Check the alignment and tighten the two screws when perfection is achieved.

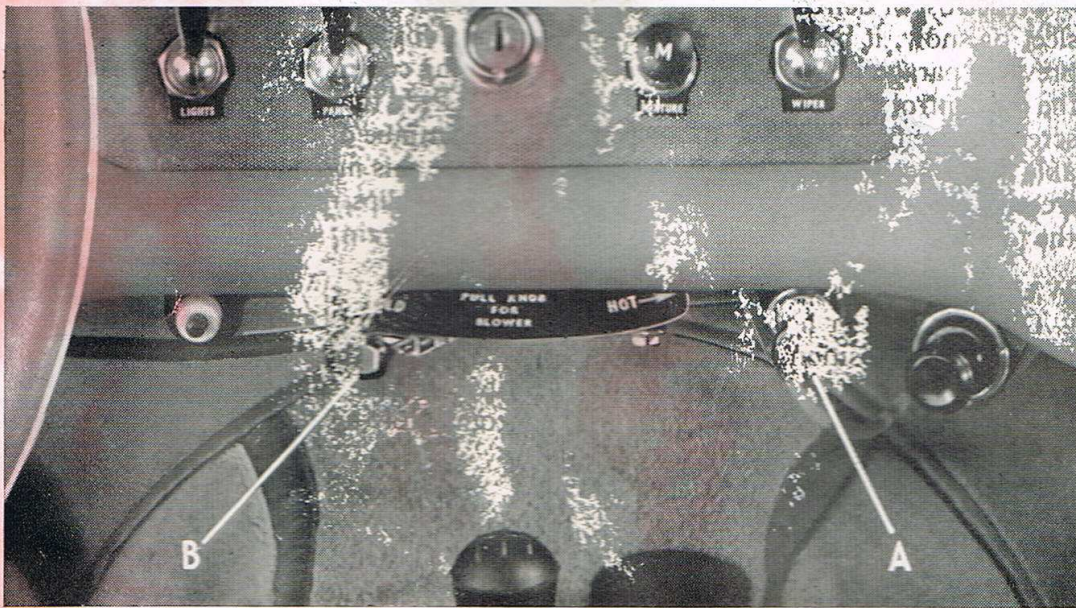
THE SMITHS 3½ KW. HEATING, DEMISTING and VENTILATING EQUIPMENT (ACCESSORY)

DESCRIPTION

The Smiths 3½ Kw. Heating, Demisting and Ventilating Equipment will supply fresh air, either heated or at atmospheric temperature, to the cockpit at knee and windscreen level, the latter for windscreen demisting, or when desired, windscreen level only by movement of the air control inside the cockpit (see Fig. 1).

Engine heat from the cooling system is used to raise the temperature of the incoming air and can be progressively adjusted from hot to cold by resetting the position of the air temperature control. The volume of this incoming air can be increased by the use of a blower, incorporated in the heater unit and controlled by a switch integral with the temperature control lever.

The rear bulkhead of the engine compartment is so designed to accommodate the heating and ventilating equipment and all ducts into the cockpit are sealed with sea rubber seals to ensure that engine odours do not penetrate into the cockpit.



THE HEATING, DEMISTING AND VENTILATING CONTROLS IN THE COCKPIT

- A Air control. Push in knob to ventilate cockpit at both knee and windscreen level. Pull out knob to ventilate at windscreen only.
- B Temperature control lever and blower switch. Move to right to increase temperature of incoming air. Pull out knob to switch on blower.

OPERATION

1. Temperature Control

The temperature control is a lever mounted in a quadrant attached to the bottom edge of the cockpit facia. Movement of this lever from HOT to COLD progressively closes the valve assembly of the heater unit, thus limiting or shutting off completely the incoming flow of engine coolant. The lever can be set in any position and so the temperature of the incoming air is infinitely variable.

2. Blower Switch

The blower switch is integral with the temperature control and operates by pulling the knob outward but is only operative when the ignition is switched on. The use of this switch, starts the blower incorporated in the heater unit and increases the amount of air drawn through the plenum chamber and fed into the heat exchanger. The blower is mainly used when the car is stationary or moving at a low speed. When the speed of the car approaches 35-40 m.p.h. (56.327-64.374 k.p.h.) the blower can be switched off as the movement of the car is sufficient to supply the necessary volume of air.

3. Air Control

The air control is of the push and pull flexible cable type and is positioned to the R.H. side of the temperature control quadrant. Its purpose is to admit air into the cockpit at knee level. It can be operated progressively although it is more usual to have it fully open or closed. When it is desirable to increase the volume of air at windscreen level, when defrosting the windscreen, it is pulled out to the closed position.

DEFROSTING THE WINDSCREEN

To defrost the windscreen the engine must be running and as near full working temperature as possible, the air control fully closed by pulling it outward, the temperature control moved to HOT and the blower switched "ON". When the frost has thawed the windscreen can be dried off with windscreen wiper. On completion of the defrosting operation the windscreen wiper and blower can be switched "OFF". While the car is in use and the windscreen remains dry, it will not frost or freeze over and the heater controls can be returned to their normal positions.

To defrost or defreeze the windscreen when the car is being driven in freezing rain, sleet or snow, it will be necessary to stop and adopt the procedure detailed in a previous paragraph. On completion of the thawing continue to use the blower with the air control in the closed position in order to keep the temperature of the windscreen above freezing. It should be possible to continue driving providing a reasonable road speed is not exceeded, failure to observe this instruction will result in the freezing over of the windscreen for a second time as the slipstream of the car has lowered the temperature of the windscreen and so freezes the rain, sleet or snow on contact.

WARM or HOT WEATHER USAGE

During warm or hot weather the temperature control can be moved toward or to the COLD position, thus reducing or shutting off the heat from the engine.

The blower can be brought into use if desired and the supply of air to knee level inside the cockpit can be reduced or cut off completely by closing the air control as previously detailed.

LUBRICATION

Persistent periodical lubrication of the moving parts of the Heating and Ventilating Equipment is not necessary, but they should be well lubricated during the assembly or fitting sequences.

FILLING and DRAINING, COOLING SYSTEM

Precautions

Caution should be exercised while filling the cooling system when a Heating and Ventilating Equipment is fitted in order to prevent the formation of air locks.

THE TEMPERATURE CONTROL MUST BE IN THE HOT POSITION.

The cooling system must be filled slowly and when it has received almost the complete charge of coolant, the engine should be started and run at a fast idling speed for a few minutes to enable the coolant pump to clear any air locks and also to open the thermostat valve.

Some advantage may be experienced by detaching the heater outlet hose at the top of the heater unit but this must be reconnected the moment the coolant begins to flow.

The temperature control must be in the "HOT" position while the cooling system is being drained.

Anti-Freeze Additives

The cooling system capacity is increased by almost two imperial pints (2½ American pints and 1.136 litres) when a Heating and Ventilation Equipment is fitted and the amount of anti-freeze additive must be correspondingly increased.

No reliance must be placed on draining the cooling system as a frost precaution as some coolant remains in the cylinder block and may also remain in the heat exchanger of the heater unit.

THE FOG and LONG RANGE LAMPS (ACCESSORY)

DESCRIPTION

The fog and long range lamps are mounted on small brackets attached to the spring bar of the front bumper and over-rider assembly, with the fog lamp on the opposite side to the driver. The two lamps are controlled by individual switches mounted in the instrument facia and they will operate only when the side lamps are switched on. Should the headlamps be switched on, the fog and long range lamps will become automatically extinguished.

The two control switches are identified by the letters "F" (Fog) and "L" (Long Range) engraved on the push and pull knobs (Fig. 1).

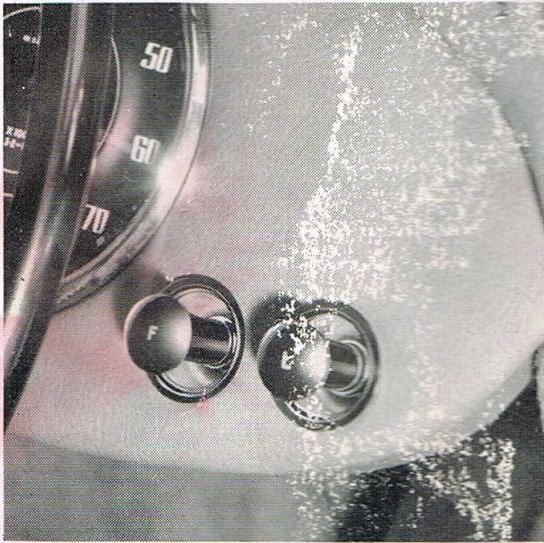


FIG. 1

THE CONTROL SWITCHES MOUNTED IN THE INSTRUMENT FACIA

R.H. drive shown—L.H. drive symmetrically opposite. In both instances the Fog Lamp switch is adjacent to the steering column.

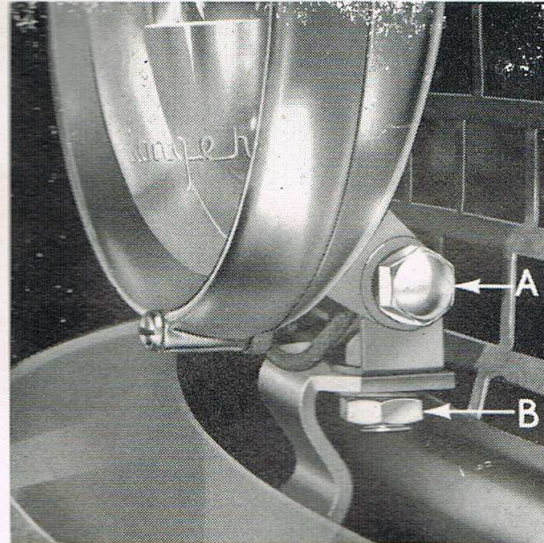


FIG. 2

LAMP ADJUSTMENT NUTS

- A Nut for vertical adjustment
B Nut for horizontal adjustment

SETTING THE LAMP BEAMS (Fig. 2)

The lamp beams can be set :—

- i Left to right, by slackening the mounting nut on the threaded shank protruding downward through the spring bar bracket and retightening the nut after setting.
- ii Up and down, by slackening the horizontal nut and bolt passing through the rivetted bracket on the lamp shell and retightening the nut and bolt after setting.

REMOVAL AND REPLACEMENT, LAMP BULB and LENS UNIT

1. Removal

Detach the lens unit from the lamp shell by slackening a screw situated in the six o'clock position and ease the lamp rim off progressively. The screw is retained in the lamp rim by a rubber washer. Withdraw the bulb from the lens unit by positioning the bronze strip to the side of the mounting plate at the base of the bulb. Remove the lens unit from the rim of the lamp by withdrawing three screws.

2. Replacement

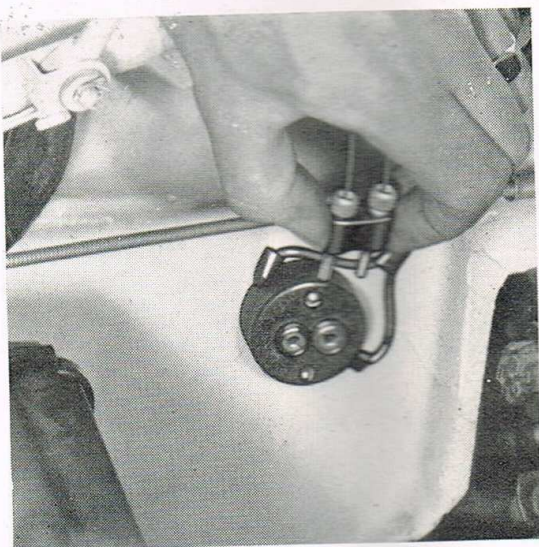
The replacement of the bulb and lens unit is the reversal of the removal sequence, but particular attention must be given to the following points :—

- i That the forked tongue on the lens unit locates the lamp rim attachment bolt.
- ii That the "nick" in the periphery of the bulb mounting plate accommodates the "pip" pressed in the bulb holder.

THE TRICKLE CHARGER and INSPECTION LAMP SOCKET (ACCESSORY)

DESCRIPTION

The Trickle Charger and Inspection Lamp Socket is a two-pin socket situated inside the engine compartment and attached to the R.H. wing valance immediately behind the front suspension pillar (see illustration). The socket can be used for charging the battery from an outside source or for an inspection lamp. A two-pin plug is supplied with each socket but this is usually found in the facia locker. The socket is in the electrical circuit between the battery and the fuse unit so that should any of the fuses "blow" or be removed, the charging of the battery or the use of the inspection lamp remains unaffected.



THE TRICKLE CHARGER AND INSPECTION LAMP SOCKET MOUNTED IN THE ENGINE COMPARTMENT

The two-pin plug shown will be found in the facia locker of the car when delivered

FITTING PLUG TO CHARGER or INSPECTION LAMP CABLE

Strip the positive cable of its insulation for approximately $\frac{1}{8}$ " (3.175 mm.). Withdraw the small screwed ferrule from the top of the two-pin plug, above the thicker pin and feed it on to the stripped end of the cable, knurled end first. Holding the ferrule, splay out the wires of the positive cable over the end of the ferrule and return both to the plug and screw home. Repeat this operation with the negative cable to the thinner pin.

USING THE SOCKET

1. Charging the Battery

Open the engine hood, inspect the level of the electrolyte in the battery and top up when necessary but do not replace the six battery plugs at this juncture. Insert the plug in the charger socket. It cannot be fitted incorrectly as the two pins are of different sizes. Switch on the charger and observe the rate of charge on the charger ammeter, when one is fitted. No charge or discharge will indicate that the wires have been incorrectly fitted to the charger. The ammeter in the instrument facia will register "zero".

2. Inspection Lamp

Open the engine hood, insert the plug in the charger socket. It cannot be fitted incorrectly as the pins are of different sizes. The lamp can be used whether the fuses are in position or not.

THE CENTRE LOCK WIRE WHEELS (EXTRA)

DESCRIPTION

The centre lock wire wheels consist of a rim built on a centre shell with spokes tangentially laced between the two components; the result is a strong but flexible wheel. It is so called a "centre lock" wheel as the roadwheel is locked on the axle hub by a hub nut and female and male tapers provided on the inner ends of the centre shell and hub respectively, positively locate the wire wheel on the axle hub.

To transmit the driving force of the rear axle and the retardation of the brakes, the cylindrical shape of the axle hubs and wire wheel centre shells are splined.

The threads of the hub nuts are 'handed' and the rotation of the road wheel will hold the hub nut on the axle hub rather than allow it to slacken off. The hub nuts are of the flynut design, each nut having two protruding lugs which are knocked with a soft metal mallet to tighten or slacken. Instructions as to the direction the hub nut must be knocked, to slacken it, are clearly marked on its end face (see illustration).

Little maintenance is required extra to that detailed for the disc type wheel but the tapers, splines and hub nut threads must be kept lightly greased at all times.



THE CENTRE LOCK WIRE WHEEL
HUB CAP SHOWING REMOVAL IN-
STRUCTIONS AND IDENTIFICATION
MARKING

MAINTENANCE

When replacing Wire Wheel

Clean and lightly grease the wire wheel centre shell and axle hub tapered and splined surfaces and the thread of the hub caps.

Weekly

Check the security of the hub caps.

Every 5,000 miles (8,050 kms.)

Examine the spokes for tautness.

Every 10,000 miles (16,100 kms.)

Clean and regrease the wire wheel centres and axle hubs.

Rim Size

4½" × 15".

THE CENTRE LOCK HUB NUTS

DESCRIPTION

The centre lock hub nut is of the "winged" design and the two protruding lugs facilitate the fitting or removal of the hub nut ; the thread of which is of the Whitworth form.

The inside face of the nut is recessed to accommodate the outside edge of the roadwheel centre shell and it is this edge which forces the centre shell onto the tapered surface of the axle hub.

The thread of the hub cap is handed as follows :—

R.H. hub nut has a L.H. thread.

L.H. hub nut has a R.H. thread.

IDENTIFICATION MARKINGS (see illustration)

Each centre lock hub nut is identified as follows :—

UNDO———>UNDO RIGHT-SIDE
UNDO<———UNDO LEFT-SIDE

Therefore the hub nuts are tightened by knocking the protruding lugs in the OPPOSITE direction as indicated by the arrow markings and must be tightened to the fullest possible extent.

THE CENTRE LOCK WIRE WHEEL ASSEMBLIES

REMOVAL AND REPLACEMENT, ROADWHEELS

1. Removal

Firmly apply the handbrake when removing the front roadwheels and securely chock the front roadwheels when removing the rear roadwheels ; jack up the car. Hold the roadwheel stationary with the hand and knock the protruding lugs of the hub cap in the direction indicated by the arrow thereon.

R.H. side Hub nuts to the RIGHT (clockwise) ;

L.H. side Hub nuts to the LEFT (anti-clockwise).

Grip the tyre at both sides and pull the roadwheel off the axle hub.

2. Replacement

The replacement of the centre lock roadwheel is the reversal of the removal sequence but particular attention must be given to the following points :—

- i That the roadwheel centre and axle hub tapers, splines, end faces and threads of axle hub and hub nuts are lightly greased.
- ii That the hub nuts are fitted to their respective positions and fully tightened by mallet blows in the opposite direction to the arrow thereon.

R.H. side hub nuts to the LEFT (anti-clockwise) ;

L.H. side hub nuts to the RIGHT (clockwise).

EXAMINATION

Examination of the centre lock wire wheel should be carried out at not too infrequent intervals. This in no way reflects on the character of the centre lock wire wheel but any slackness of the centre shell on the axle hub will wear the splines and if the spokes are allowed to remain loose they will put undue strain on the others which may result in breakage of the tighter spoke.

1. Wire Wheel Centres

Corrosion inside the wire wheel centre caused by water and foreign matter entering from outside must be cleaned off. A smear of grease inside the centre must be applied to give adequate protection and not only does this grease prevent corrosion it also facilitates the removal and replacement of the wire wheel when applied to the taper, splines and end faces.

2. Axle Hubs

Not only does the previous note apply equally to the wire wheel centre, the axle hub splines must also be examined and when any wear is detected, the cause must be determined and eliminated. This wear is usually caused by the wire wheel being loose on the axle hub due to insufficient tightening of the hub nut or the wire wheel centre failing to mate with the axle hub taper due to corrosion or the grease becoming fouled with hard foreign matter.

3. Spokes

The tension of the spokes can be assessed by feel or tapping with a small spanner and then comparing the note with a similar positioned spoke.

Slackness of the spokes can be corrected by judicious tightening of the nipple adjacent to the rim. Damaged spokes can be replaced but care must be exercised to ensure that the position of the rim relative to the centre is not disturbed. The replacement or tightening of any spoke should only be effected when the tyre casing, tube and rim tape have been removed, so any protruding spoke end can be observed and filed off.

4. Rims

When the tyre is removed, all corrosion must be cleaned off and the affected portion coated with enamel. This is of particular importance inside the rim as the corrosion will affect the rim tape, tube or tyre casing if left neglected.

THE DUNLOP WHITE WALL TYRES (EXTRA)

DESCRIPTION

Apart from one white side face evident between the tread and the bead of the tyre, the white wall tyre is similar to its all black counterpart. Apart from specific washing instructions there is no difference in the maintenance.

REMOVAL AND REPLACEMENT, WHITE WALL TYRES

1. Removal

The white wall tyre is removed in a similar manner to its all black counterpart but in order to preserve its appearance lay the roadwheel on the ground so the white wall is upward.

2. Replacement

The replacement of the white wall tyre is the reversal of the removal sequence but particular attention must be given to the following points :—

- i That the white wall face is fitted so it is toward the outside of the roadwheel.
- ii That when fitting new white wall tyres, leave the protective coat covering the white wall on until the tyre has been fitted to the rim.
- iii That the roadwheel and tyre is balanced before it is fitted to the car.

WASHING THE WHITE WALL TYRE

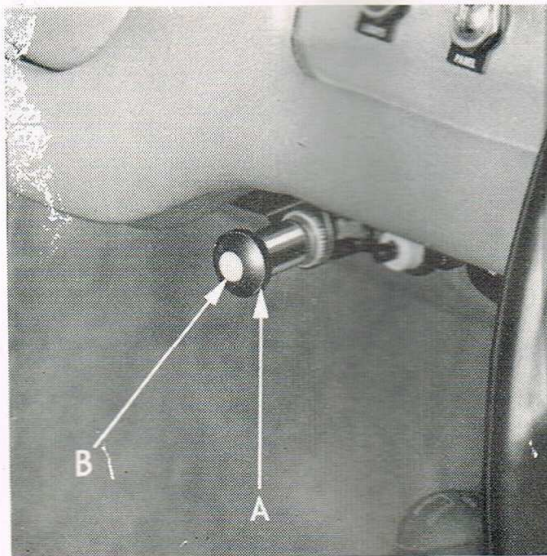
The white wall tyre should be washed with soap and water, as and when required ; the judicious use of a fine steel wood pad is permitted to remove obstinate dirty patches.

THE USE OF PETROL, PARAFFIN AND COARSE ABRASIVES IS NOT PERMITTED.

THE PETROL RESERVE UNIT (EXTRA)

DESCRIPTION

The petrol reserve unit consists of two assemblies, a tank unit fitted to the outlet of the petrol tank and a push and pull control switch mounted on the bottom rim of the instrument facia. It enables petrol to be drawn from the tank at two levels thus providing a petrol "reserve". The tank unit has two pipes, each of different lengths with a solenoid tap mounted in a cylindrical body on top. Petrol is drawn first through the short pipe and after continual use the level will drop, uncovering the end of the pipe causing the petrol pump to draw air and the driver will switch over to "reserve" by actuating the push and pull switch (see illustration). The operation of the switch energises the solenoid, forcing a ball against a seating and closing off the short pipe; thus petrol is drawn through the second and long pipe which is still submerged in the petrol. When the "reserve" is in use, the knob of the switch will stand proud and a lamp bulb inside will glow thus giving a visible indication by day or night. The amount of reserve petrol is $1\frac{1}{2}$ Imp. galls. ($1\frac{1}{2}$ U.S. galls., 6.819 litres).



THE PETROL RESERVE UNIT
CONTROL SWITCH MOUNTED
BELOW THE INSTRUMENT
FACIA

- A Petrol reserve control switch
- B Petrol reserve monitor lamp

REMOVAL AND REPLACEMENT, WARNING LAMP BULB

1. Removal

Switch off the ignition and unscrew the knob of the control switch. Remove the lamp bulb from inside the knob, exercising care to control the run of the conical shaped spring.

2. Replacement

Feed the conical shaped spring into the knob, small end first, followed by the bulb ensuring that the lugs on its metal body locate the grooves in the shank of the knob. Screw the knob and bulb on to the control switch.

WARNING LAMP BULB IDENTIFICATION

Lucas No. 281. 12 volt 2 watt (peanut type).

THE COCKPIT HARDTOP (EXTRA)

DESCRIPTION

The cockpit hardtop converts the SP.250 Sports Car into a Sports Saloon and it is fabricated from the same material as the body shell. A large wrap-round back light is fitted to provide rearward visibility.

It can be detached from the top of the cockpit by releasing ten clamps, three over the windscreen and seven around the back of the hardtop, and then lifted off.

To effect draught and weather-proofing between the windscreen and the front of the hardtop a mushroom-shaped rubber seal is affixed to the latter so the curved edge overlaps the forward edges of both windscreen and hardtop; this, together with the windscreen seal already fitted, affords maximum sealing. Draught and weather-proofing over the side windows and the rear of the hardtop is provided by draught excluders and a rubber seal respectively.

MAINTENANCE

The only maintenance that will be required is an occasional wash and polish which can be effected with the main body of the car. The interior trim of the hardtop can be washed with soap and water, dried and polished with a light-coloured furniture polish.



FIG. 1

THE CLAMP SECURING THE REAR OF THE HARDTOP TO THE RIM OF THE COCKPIT

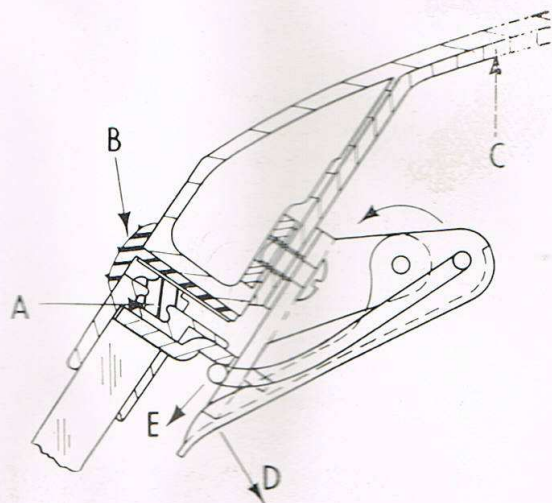


FIG. 2

THE HARDTOP FRONT WEATHER SEALS AND WINDSCREEN CLAMP

- A Weather seal on top of windscreen
- B Weather seal on front of hardtop
- C Hardtop
- D Move windscreen clamp lever outward to release
- E Cage of windscreen clamp will move downward and below bottom of locating tongue.

REMOVING and REPLACING, COCKPIT HARDTOP

1. Removing (Figures 1 & 2)

Slacken off the seven clamp nuts situated on the brackets round the rear of the hardtop (Fig. 1). Detach the hardtop from the top of the windscreen by

releasing the three windscreen clamps and removing the wire cages from under the metal tongues protruding through the windscreen brackets (Fig. 2). Detach the rear of the hardtop from the rim of the cockpit by unhooking the seven hooked bolts from beneath the skin of the body shell. It may be necessary to slacken off the nuts still further. Lift the hardtop from the cockpit with the assistance of another.

2. Replacing

The replacing of the cockpit hardtop is the reversal of the removal sequence but particular attention must be given to the following points :—

- i. That the rubber seals are all in good condition.
- ii. That the seven clamp nuts at the rear of the hardtop are tightened sufficiently to grip the hardtop to the rim of the cockpit and make an effective seal. They must not be overtightened.

THE SMITH'S CIGAR and CIGARETTE LIGHTER (EXTRA)

DESCRIPTION

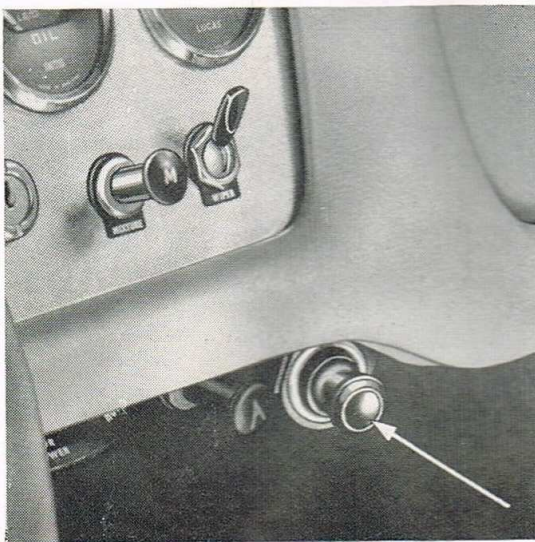
The Smith's cigar and cigarette lighter consists of two components, a lighter unit which is withdrawn to light the cigar or cigarette and a holder mounted in a bracket that effects the electrical connections. It is positioned on the bottom edge of the cockpit facia to the R.H. side of the cutaway (see illustration). The electrical circuit is not included in the ignition and the lighter can be used at any time.

The lighter unit has a special retaining sleeve which offers little resistance to its insertion or withdrawal, and yet prevents it jumping out during the automatic release after it has been heated.

OPERATING THE LIGHTER

Press the lighter unit further into its holder with the thumb and await its automatic release. When the lighter unit attains its correct heat it will spring out to its normal position emitting a sharp "click". The lighter unit is then removed from its holder with the fingers, used, and afterwards replaced to the holder.

When a repetition lighting operation is required, wait 30 seconds.



THE CIGAR AND CIGARETTE LIGHTER MOUNTED BELOW THE INSTRUMENT FACIA

- i. Push knob in to heat and wait for automatic release.
- ii. Withdraw and replace with finger tips only.
- iii. Allow 30 seconds to elapse before reheating.

THE TELESCOPIC STEERING UNIT (EXTRA)

DESCRIPTION

The telescopic steering unit is of the cam and lever type with the cam in the form of a generated worm on the bottom end of the inner steering column, and the lever integral with one end of the rocker shaft with a roller peg locating the cam of the inner steering column.

The top end of the inner steering column has parallel steering wheel attachment splines of such a length to permit the extending and retracting travel of the steering wheel. The outer steering column is considerably shorter than the inner, thus allowing the steering wheel to travel the full length of the inner column splines; a metal volute spring cover is positioned between the top of the outer steering column and the underside of the steering wheel hub.

The steering wheel is a sliding fit on the splines of the inner column, the extending travel of which is limited by a circlip fitted in an annular groove at the top of the inner column. The aluminium cast steering wheel hub has an internally splined sleeve, the bottom and protruding end of which is split and provided externally with a thread and taper to accommodate the internally threaded and tapered locking sleeve. The two tapered surfaces contact one another and so contract the splined centre of the steering wheel hub positively locking the steering wheel to the top of the splined inner steering column. To facilitate tightening of the locking sleeve holes are provided for the insertion of a short tommy bar. The steering wheel has 3.000" (76.200 mm.) total travel.

ADJUSTING THE STEERING WHEEL HEIGHT

Slacken the steering wheel locking sleeve situated at the bottom end of the steering wheel hub and slide the steering wheel up or down the steering column. Tighten the steering wheel locking sleeve securely to hold the steering wheel in the desired position (see illustration).



- A STEERING WHEEL LOCKING SLEEVE
- B HOLES FOR THE INSERTION OF TOMMY BAR TO FACILITATE TIGHTENING

THE TONNEAU COVER

DESCRIPTION

The tonneau cover is fabricated from an I.C.I. material which is fully waterproof and crease resisting, its purpose is to cover the cockpit of the car without the need to erect the hood. It is provided with a small pocket on the driver's side to accommodate that portion of the steering wheel which protrudes above the top of the cockpit. When the tonneau cover is in use there is no need for the small tonneau cover, normally covering the cockpit hood when it is in the stowed position.

The tonneau cover is laid in position at the rear of the cockpit by the nineteen Tenax external hood fasteners and at the front by eight Tenax fasteners positioned just to the rear of the windscreen. Fitted down the centre of the tonneau cover is a zipper fastener having its open end toward the front of the cockpit. The zipper fastener can be opened and the front edge of the tonneau cover detached from its fasteners on one side only, to facilitate the car being driven solo with the second half of the cockpit covered, the open portion being tucked behind the seat. The leading edges of both sides are cut away to permit the use of the windscreen demisting or defrosting equipment if the car is so equipped and whenever needed.

The tonneau cover can be detached completely from the cockpit and the hood erected in a few minutes and the cover folded and stored in the luggage boot.

STORING

The tonneau cover should never be stored when wet. When this action is inevitable, the tonneau cover must be wiped as dry as possible before stowing. At the first opportunity it must be unstowed and dried; a wash and a wax polish is beneficial at this stage.

MAINTENANCE

Detach the tonneau cover from the cockpit, wash, then dry off and polish.

WASHING and POLISHING

Remove the tonneau cover from the cockpit and lay on a flat surface, wash with soap and water, then dry off with a soft cloth. When the cover is completely dry, polish with a light-coloured wax polish.

OPENING AND CLOSING TONNEAU COVER

1. **Opening.** Slide the zipper fastener to the rear of the cockpit and detach one or both sides from the Tenax fasteners behind the windscreen. Roll the tonneau cover up and lay in the rear of the cockpit.

2. **Closing.** Stretch the tonneau cover over the cockpit, allowing the rim of the steering wheel to locate the pocket of that side and attach to the Tenax fasteners behind the windscreen. Close the zipper fastener by pulling the clasp toward the front of the cockpit.

REMOVAL and REPLACEMENT, TONNEAU COVER

1. **Removal.** Close the zipper fastener by pulling the clasp toward the front of the cockpit. Detach the tonneau cover from the eight Tenax fasteners behind the windscreen and remove the tonneau cover from the cockpit by detaching it from nineteen Tenax fasteners.

2. **Replacement.** The replacement of the tonneau cover is the reversal of the removal sequence but particular attention must be given to the following points :—

- i That the zipper fastener is closed.
- ii That the cover is attached to the front of the cockpit first.

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