JENSEN-HEALEY SERVICE BULLETIN

No. JH 205

1. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : STEERING AND SUSPENSION
SUBJECT : REPLACEMENT SHOCK ABSORBERS

Referring to Bulletin No. 123 dated January 1973 which concerns uprated 'White Spot' shock absorbers.

These shock absorbers are fitted from Chassis No. 11515. It is becoming apparent that Distributors are still claiming warranty on four shock absorbers when a rear unit has been fitted, or, two replacement shock absorbers when a front unit has been fitted, although the faulty units are 'White Spot'. However, shock absorbers must always be changed in pairs (2 rear or 2 front) whether under warranty or not. In future any incorrect claims will be rejected.

2. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : ENGINE
SUBJECT : LUBRICATION

Will Distributors/Dealers please ensure that any new car in stock on which they carry out a Pre-Delivery Inspection, or cars being returned to your repair shops for their first service have two 10 oz. tins of STP oil treatment added to the contents of the engine oil sump. (See Service Bulletin No. 120/7 dated January 1973).

If the engine has a completely full sump of oil then one pint of oil should be drained from the sump before adding the two 10 oz. tins of STP oil treatment. This service instruction applies to all cars delivered up to and including the 7th December. This instruction cancels our previous instruction, reference Service Bulletin JH 200/5 dated July 1973, which recommended the discontinuation of treating the oil sump contents with STP oil additive.

Urgent attention should be paid to this instruction to eliminate the possibility of camshaft drive belt jumping that may be experienced in extremely low ambient temperatures.

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3. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : TECHNICAL PUBLICATIONS
SUBJECT : STANDARD REPAIR TIMES

Revised Times

Op. No.	Description	Time (hrs.).
01.07.01	Valves - adjust clearance	2.75
01.10.07A	Drive belt - adjust including removal of.	0.70
01.15.01	Crankshaft front oil seal - removal and refit.	1.10
02.07.10	Belt guard - removal and refit	0.60
02.17.10	'Y' junction - removal and refit. (Note: this operation printed in Service Repair Time book as 02.07.10.).	1.30
03.01.03	Clutch release bearing - removal and refit.	2.30
03.02.01	Release fork - removal and refit	2.30
04.14.08A	Axle shaft - removal and refit	10.40
05.21.03A	Axle shaft bearing - removal and replacement of both.	1.40

4. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : REAR AXLE
SUBJECT : SELF ADJUSTING BRAKES

This bulletin is issued as a correction to Bulletin JH 204/1 issued November 1973. In the third paragraph, axle number 90979 should read 92979.

5. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : ENGINE
SUBJECT : CAMSHAFT HOUSING OIL LEAKS

Further to our Service Bulletin JH 204/10, issued November 1973, we can now advise you that our engine suppliers have incorporated in production roll pin, Pt. No. 94303, to ensure proper gasket location between cylinder head and camshaft housings. The introduction point for this modification will be Engine No. 5543.

6. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : ELECTRICAL SYSTEM
SUBJECT : HARDTOP BACKLIGHT HARNESS

When ordering a hardtop for a Jensen-Healey with an early wiring harness, extra parts are required. These parts are:-

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Bulletin No. 6 continued ..... These parts are:-/

1.	Backlight feed harness	97177	1 off
2.	Relay	92993	1 off
3.	Screw	66002	2 off

To check whether a car has an early wiring harness the luggage compartment forward trim panel should be detached along the top in order to gain access to the fuel pump on which the white feed wire should be inspected. Later harnesses have 28/.012 cable and early harnesses have 14/.010 cable.

MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : ENGINE
SUBJECT : CAMSHAFT HOUSING GASKET

Recent evaluation in service of latex dipped camshaft housing gaskets have proved successful in eliminating gasket movement and consequential oil leakage.

It has been decided that these gaskets be made available as service replacements for the existing gaskets, and we recommend that in any cases of gasket movement that are encountered, the latex dipped gaskets are fitted before roll pins Pt. No. 94303. (See Bulletin JH 204/10).

Will you therefore arrange for existing stocks of this gasket to be scrapped and replaced with the latex dipped type, the part number of which is 94349.

MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : FACIA AND CONSOLES
SUBJECT : FACIA ASSEMBLY MODIFICATION

Because of isolated reports of the facia material lifting at the front edge, a service fix has been introduced. If this fault occurs, a polyurethane moulding is available and should be inserted between the facia and windscreen as shown on figure 1 attached using Evostik or Dunlop 1358 adhesive to keep in place. The adhesive should be applied to the moulding and allowed to dry completely, and then applied to the top of the facia and left for between two and three minutes, after which time the moulding should be pushed into position.

The moulding may be ordered direct from Jensen Motors Ltd., quoting Pt. No. 97492 (coarse grain) or Pt. No. 97491 (fine grain).

MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : ENGINE
SUBJECT : WATER PUMP SHAFT AND PULLEY ASSEMBLY

On current production cars the water pump pulley hub is assembled to its shaft using Loctite for added security.

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Bulletin No. 9 continued ..... for added security./

It is recommended therefore that when this assembly is dismantled in service for any reason Loctite 35 is applied to the shaft when reassembling.

10. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : ENGINE
SUBJECT : OIL PRESSURE DELAY

To decrease the oil pressure build up time, an air bleed hole has been incorporated in production (at Chassis No. 14875) on the pressure side of the oil pump housing within the auxiliary housing. This hole will allow air trapped in the oil galleries to be pumped out and therefore assist pump priming.

Should a problem of delay in oil pressure build up be experienced, the auxiliary housing may be modified as follows:-

Procedure

(i) Remove camshaft belt.
(ii) Remove the auxiliary housing from the engine.
(iii) Remove the pump from the auxiliary housing
(iv) Remove the circlip retaining the oil pump gear to the drive shaft and withdraw the gear.
(v) Drill a 1.4 mm. (No. 54 drill) hole in the auxiliary housing as shown in figure 2 attached.

Warranty claims should be submitted under Supplementary Modification Code 02.02.06.42 and a labour time of 2.00 hours is allowed.

Note: On cars fitted with one-piece camshaft guards, the radiator will have to be removed, and an extra 0.60 hours labour will be allowed.

11. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : STEERING
SUBJECT : STEERING SHAFT U.J.

A revised fixing nut has been introduced to improve the security of the steering shaft U.J. bolts. Each car at its next service should be fitted with plain washers (Pt. No. 65505) and aerotight nuts (Pt. No. 65405).

12. MODEL : JENSEN-HEALEY. FEDERAL CARS
GROUP : FUEL SYSTEM
SUBJECT : CARBURETTOR NEEDLE VALVES

Due to an original typing error, all technical literature referring to Stromberg carburettor needle valves quoted the number B 1CA. In actual fact this type of needle was never fitted to Jensen-Healey cars, and the number should read B 1CM.

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Bulletin No. 12 continued .... and the number should read B 1CM/

Will Distributors/Dealers please alter all parts catalogues and workshop manuals accordingly.

Note: This bulletin does not refer to cars subsequent to Chassis No. 14286 as these have carburettor needles No. B 1DK fitted.

13. MODEL : JENSEN-HEALEY. ALL VARIANTS
GROUP : CARPETS AND FELTS
SUBJECT : LUGGAGE COMPARTMENT FRONT CASING

Where Distributors/Dealers receive customer complaints of the luggage compartment front casing becoming detached along its top edge, clips may be fitted over the casing fixing plate and the luggage compartment drain channel flange in order to improve the security of the casing. These clips will shortly be available direct from Jensen Motors Ltd., quoting Pt. No. 94383.

14. MODEL : JENSEN-HEALEY (ALL VARIANTS WITH DELLORTO CARBURETTORS)
GROUP : FUEL SYSTEM
SUBJECT : DELLORTO DHLA 40E CARBURETTORS

Synchronisation and tuning

For information purposes, this bulletin outlines the correct procedure for synchronising and tuning twin Dellorto DHLA 40E carburettors:
REFER TO FIG.3 ATTACHED

(a) Warm up engine to the normal operating temperature
(b) Switch off engine and unscrew the central throttle stop screw (1) until it is visibly well out of contact with the lever extension. This allows the forward throttle butterflies to close completely.
(c) Slowly screw in the central balance connecting lever screw (4); this forces the rear throttle butterflies to close and it will be seen that the rear carburettor throttle spindle is gradually closing while the forward spindle stays closed. Continue screwing in until the rear throttles are fully closed.
Note: This is the desired synchronised position but since it is difficult to ascertain when both throttles are fully closed, continue slowly screwing the balance screw (4) in and the forward lever should start to open. By screwing back again it is then possible to judge more easily the point at which the rear lever has stopped closing and the forward lever has not yet started to open.
(d) Screw the throttle stop screw (1) back into contact with the lever, and then in about three more turns.
(e) Disconnect the front two spark plug leads and start the engine to run on the rear two cylinders only, with the idle speed steady at about 1,000 r.p.m.. if possible.

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Bulletin No. 14 continued ...../

(f) Adjust the two idle mixture screws (2) on the rear carburettor to obtain the fastest even running (screw adjustment is very sensitive). If the idle mixture of one of these two operating cylinders is adjusted away from its optimum setting, the engine will respond by noticeably slowing down, shaking or stalling. When this operation has been accomplished satisfactorily, stop the engine and repeat with only the two front plug leads connected.

(g) Connect all four plug leads, slow the idle speed down to 800 r.p.m. using the throttle stop screw (1) and blip the throttle quickly once or twice. If the engine does not "pick up" cleanly, but instead vibrates, hesitates or shakes, adjust the balance screw (4) setting very slightly until the best position is found i.e. where the engine picks up without hesitating or shaking. In this position, both pairs of carburettor throttle butterflies should be opening together from the same slightly-open setting.

Note: With a new pair of carburettors or even just new jets, a few hours of running is needed before the internal carburettor drillings are all thoroughly "petrol-wetted". Until then, surface tension effects make most of the calibrated sizes effectively much smaller. For optimum performance therefore, the whole adjusting procedure should be repeated later, say after about five hours running.

(h) Fit a CO meter and note the reading obtained; this should be 1 - 2%. If the CO level is outside these limits, the procedure shown below should be followed:-

(i) Screw all four mixture screws (2) fully in and then out six full turns.

(ii) Back off completely the throttle stop screw (1) and then in about three full turns.

(iii) Loosen the locknuts on the four bypass screws (3) and screw down into light contact with their seats.

(iv) Connect a tachometer and start the engine.

(v) Obtain the correct idle speed (900 - 1,000 r.p.m.) by adjusting the throttle stop screw (1).

(vi) Remove the four manifold depression blanking screws (7) and connect to their orifices the rubber tubes of a four-column mercury vacuometer. Adjust the central balance connecting lever screw (4) so that the mercury levels in the two central columns of the vacuometer are equal; then adjust the bypass screws (3) on the outer barrels so that all the mercury column levels are equal. (Note: If a vacuometer is not available, then this operation may be carried out using proprietary balancing equipment).

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Bulletin No. 14 continued ...../

(vii) Obtain the best even running by adjusting the four mixture control screws (2). Recheck that the mercury levels are still equal (or recheck for equal breathing) and correct if necessary by adjustment of the bypass screws (3). Tighten the four bypass screw locknuts.

(viii) Reconnect up the CO meter and recheck the reading obtained. If higher than 2%, screw in each mixture screw by 1/16th. of a turn and recheck. Repeat this operation until the correct CO level is attained. If the reading is below 1%, then the same operation must be carried out but by unscrewing each mixture screw (2) in increments of 1/16th. of a turn.

Elimination of flat spots.

If complaints are received of a "flat spot" occurring between 2,000 and 3,000 r.p.m. then this is probably due to a burr being present at the bottom end of the drilling in the idle jets.

In this case the idle jets should be removed and a clearance drill, No. 75 (0.022", 0.55 mm.), pushed through each one by hand, from the top of the jet, to remove any burrs.

Jet sizes.

Main	130
Pump	45
Starting	70
Main air correction	160
Idle	55L
Idle air correction	7850.5
Main emulsion tube	7772.5

Float number and setting

7298 10 grms. set at 0.650 - 0.669" (16.5 - 17.0 mm.).

15. MODEL : JENSEN-HEALEY

GROUP : BODY

SUBJECT : FITTING FACTORY SUPPLIED HARDTOP

This bulletin describes the fitting procedure that should be followed when fitting a hardtop supplied by Jensen Motors Ltd as an accessory. Due to a variance in cockpit sizes on early vehicles, water ingress through sealing areas may be experienced when fitting a hardtop to one of these vehicles.

A separate instruction is supplied with this bulletin entitled "Elimination of Water Entry through Hardtop". This instruction should be followed if water entry occurs. Some of the early hardtops supplied may need alteration to achieve a water tight fit, and details are also contained in the same instruction.

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Bulletin No. 15 continued ..... contained in the same instruction/

Although the procedure for fitting a hardtop is uncomplicated, we would suggest that as there may be a variation in cockpit size, caution is observed when quotations are given for this work.

Recommended workshop times are included as a guide.

HARDTOP FITTING INSTRUCTIONS

The hardtop and fitting kit Part No. 97281 comprises:-

1	off	Hardtop assembly	97402	
1	off	Attachment bracket L.H.	92922	
1	off	" " R.H.	92923	
2	off	Coach bolt	92768	
2	off	Wing Nut	65761	
2	off	Plain Washer	65571	
2	off	Lock Nut	65335	
1	off	Feed harness - backlight	92909	(for later wiring harness only)
1	off	Cover plate L.H.	92916	
1	off	Cover plate R.H.	92917	
1	off	Plug - backlight connection)	) 94382	
1	off	Socket - backlight connection)		

Early Wiring Harness

In addition, vehicles equipped with an early type wiring harness (See NOTE below) require:-

1	off	Feed harness - backlight	97177
1	off	Lucas 6RA relay	92993
2	off	Screw	66002

These parts must be ordered separately.

NOTE: An early type wiring harness can be identified by the petrol pump feed wire thickness. This is visible after partly removing the petrol tank casing in the luggage compartment. Early type harnesses have a 14.010 (thin) white wire feeding the pump, later harnesses have a 28.012 (thick) white wire feeding the pump.

Procedure

It is advisable to completely remove the soft top and frame assembly. Release the header rail locking levers, detach the rear of the soft top from the retainers on the deck panel and remove three set screws from each frame mounting plate. The nut plates to which these set screws attach will drop down inside the wing if not held. They can easily be retrieved after removal of quarter trim panels. Fit the left hand and right hand attachment brackets using two of the original three set screws. Mount in the two lower frame attachment holes. See fig.4.

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Bulletin No. 15 continued ..... See fig.4./

Offer up the hardtop. If difficulty is experienced in engaging the two rear retainers on the deck panel, slacken the screws which attach the retainers to the hardtop and retighten after engagement. Ensure that the overhanging portions of the secondary droplight seals are not trapped between the windscreen frame and hardtop. Attempt to fully engage the locking levers on the header rail. If the hardtop fails to pull down on to the windscreen frame, release the levers and measure the distance between the locking pin and compressed felt on the header rail. See fig.5. This measurement should be 15 mm. If it is greater than this, pack beneath the lever mounting plates with plain washers until the correct height is obtained. If this height is correct, check the receiver plates on the windscreen frame. If wear is apparent replace both plates.

With the hardtop in position, pass a coach bolt through one of the upper side mounting brackets, screw on a locking nut, pass the coach bolt through the lower bracket, fit a plain washer and wing nut. Repeat this procedure on the other side and tighten both wing nuts simultaneously. When secure tighten the lock nuts against the lower brackets. Fit the plastic cover plates. (Cover plates may not be supplied at present time).

Check the operation of the side droplights. If either glass is forced hard against its seal, causing stiff operation, or if either glass is not in contact with its seal, adjustment should be made by moving the lower end of each glass channel in or out. The channel fixings are accessible after removing the door trims.

Connecting the Backlight

Vehicles Equipped with Later Harnesses: (For identification of harness, see NOTE below parts list).

Fit the plug, provided in the parts kit, to the hardtop wires, black (earth) to the large dia. pin and green to the small dia. pin. Remove the rear bulkhead trim panel from inside the car and detach the upper edge of the petrol tank casing from inside the luggage compartment. Fit the socket to the feed harness, both supplied in the parts kit, and secure in the rear bulkhead, see fig.6. A hole is provided in the rear bulkhead to allow the harness to reach the electrical pick-up point on the petrol pump. Detach the white feed wire from the petrol pump, fit a double adaptor 'Lucar' connector, refit the white wire and also the green backlight feed wire.

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Bulletin No. 15 continued ..... backlight feed wire./

Secure the black earth wire forward of the petrol pump at the point already occupied by the pump earth wires.

Replace the petrol tank casing and the rear bulkhead trim panel, and connect the backlight switch on the ignition and test the operation by operating the switch at the front of the headlining skin.

Some later vehicles may be already equipped with this harness and socket.

Vehicles Equipped with Early Harnesses (For identification of harness, see NOTE below parts list).

Mount the Lucas 6RA relay alongside the fuse holder on the bulkhead with two screws provided. Connect in the backlight feed harness as shown in the attached wiring diagram, see fig.7., passing it through a bulkhead grommet. Detach one side of the rear bulkhead trim panel and run the harness along one edge of the floor carpets. Pass the harness behind the trim panel.

Attach the plug supplied to the hardtop wires, black wire to large dia. pin and green wire to small dia. pin, and fit the plug into the socket supplied. Connect the backlight harness 'Lucar' connectors to the socket and replace the trim panel.

Switch on the ignition and test the operation of the backlight by operating the switch at the front of the headlining skin.

The backlight harness Part No. 97177 will shortly be available from Parts Department, and until it is, dealers may make up a harness as shown in fig.7.

16. MODEL : JENSEN-HEALEY
GROUP : BODY
SUBJECT : ELIMINATION OF WATER ENTRY THROUGH HARDTOP

If water entry occurs through the hardtop and associated seals, the following modifications and adjustments should be effected to bring the hardtop into line with present production practice.

Before the hardtop is removed, the vehicle must be water tested to ascertain the areas of entry. When these areas are located the hardtop should be removed.

1. ADJUST QUARTERLIGHTS

Check the height of each quarterlight by measuring the distance between the top of the quarterlight frame and the rear of the upper edge of the windscreen frame.

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Bulletin No. 16 continued ..... windscreen frame./

The distance should be 10.0 - 12.0 mm. If adjustment is required, remove the door trim and water curtain. The frame is retained by two bolts at the upper edge of the door and one nut at the lower end of the droplight channel. Ensure that when adjusted, the leading edge of the frame makes firm contact with the 'A' post seal on the rear edge of the windscreen frame. Even if the quarterlight height is correct, adjustment towards the 'A' post seal may be necessary.

3. FIT SECONDARY DROPLIGHT SEALS

The secondary seals are supplied with aluminium retainer strips, and two square rubber packers.

Invert the hardtop on a bench, and remove the droplight main seals.

Offer up the seals as shown in fig.8., and using the retainers as a guide drill 1/16" holes through the fibre glass. The narrow end of the seal should be fitted at the rear. Before attaching the seals, stick the small square packers in position below the drip rails at the forward end of the hardtop as shown in fig.8. The secondary seals should extend approx. 1 1/2" past the hardtop at each end. Do not remove the round section part of the seal, but trim off the excess flat section. See fig.8. The holes in the rubber seals are oversize to allow for adjustment when the hardtop is refitted. The seals should be adjusted so that the round section follows the line of the droplight, but is positioned slightly outboard of the glass edge at the forward end, at the lower end the seal will lie behind the main window seal. See Sect. A.A. fig.8. Later cars have secondary seals fitted, but if water entry is experienced, these seals should be removed and the longer service type seals fitted.

4. ADDITIONAL DRAIN HOLES

Additional drain holes should be drilled on the underside of the lower edge of the hardtop to allow water to drain more quickly from between the two skins. (Water may enter through the air outlet holes above the backlight - these will be moved on later hardtops).

Equi-spaced between the two existing holes on the underside of each quarter panel, drill an additional six 3/16" dia. holes. This can be accomplished without removing the aluminium deck seal retainer if care is taken.

4. SEAL LOWER EDGE OF QUARTER PANELS

Water may seep through the joint at the lower edge of the quarter panels where the inner and outer skins are joined.

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Bulletin No. 16 continued ..... outer skins are joined./

This may also occur where the side clamping brackets protrude through the inner skin. Both these areas should be sealed by applying a bead of flexible plastic resin.

5. SEAL JOINT BETWEEN ALUMINIUM SEAL RETAINERS/DRIP RAIL AND HARDTOP

Using an applicator gun, apply a bead of 'Sealastic' non-setting sealing compound along the aluminium retainer for the deck panel seal and the header panel seal to avoid seepage between the retainers and the hardtop. This should also be repeated between the water drip rails and fibre glass, working from above the hardtop.

Clean off any excess sealant using a suitable solvent.

Ensure that the deck seal protrudes approx. 1" at each end of the retainer channel. If this is not the case then carefully ease it along the channel in a stretching motion. When protruding sufficiently, crimp the edge of the retainer rail to maintain this position.

6. HEADER PANEL SEAL

If water passes the sealing rubber in the header panel, check that the locking levers are adjusted as described in 'Hardtop Fitting Instructions'. The original rubber may be discarded and replaced by a seal of round section, as used on the rear deck panel seal.

Leakage at this point is unlikely and should not be confused with leakage at the top of the quarterlights.

If the seal leaks at either end, it may be stretched to the edge of the hardtop, the ends of the retainer then being crimped to avoid shrinkage.

7. REPLACE QUARTERLIGHT CORNER RUBBERS

If the vehicle is fitted with quarterlight corner rubbers of the early type - these stand proud around the edge of the frame - the latest flush fitting seals should be fitted.

EARLY VEHICLES

i. Some early vehicles were not fitted with an anti-creak felt on the header panel. This is the black felt covering which prevents direct contact between the header panel and screen frame. If creaks are evident on such vehicles this part should be fitted before replacing the hardtop.

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Bulletin No. 16 continued ..... before replacing the hardtop./

ii Some early vehicles were not fitted with anti-rattle clips on the two rear retainer brackets. These are spring clips which eliminate clearance between the bracket and the chrome plated receivers on the deck panel. If rattles are evident on such vehicles, the clips should be fitted before replacing the hardtop.

Refit the hardtop, ensuring that the loose ends of the secondary seals are not trapped.

If, when the two rear coach bolts are tightened, the deck panel appears to distort and prevents the deck seal from compressing, the rubber packers should be removed from each corner of the deck panel seal. These are rubber tubes, inserted into the hollow seal, to give additional compressive strength. Removal of these will allow the hardtop to pull down further onto the deck panel.

Refit the main droplight seals.

Check the adjustment of each secondary droplight seal so that the droplight runs parallel with the edge of the seal. The seal is designed to support the main seal and direct water away.

Check the main droplight seal at the rear edge of each droplight. If the curve of the glass causes a gap to occur between the glass and seal, remove the main seal and glue a thin rubber packer strip to the fibre glass of the upright edge of each of the droplight apertures as shown in fig.8. Open out the main seal sufficiently to allow it to fit over the packer.

The protruding ends of the secondary droplight seals and deck panel seal should remain untrimmed in order that they may 'fill' the suspect areas at the top of each quarterlight and the rear edge of the doors.

OPERATION TIMES

The time allowances and operation codes are as follows:-

09.11.01.42	Secondary Droplight Seal (each side)	1.5 hrs.
09.11.02.42	Header Panel Seal	0.25 hrs.
09.11.03.42	Additional Drain Holes/Seal Edge	1.5 hrs.
08.07.05.15	Adjust Quarterlight (each side)	1.0 hr.
	For removing and refitting hardtop add	1.0 hr.

On hardtops that are factory fitted, one or all of the modifications may need to be undertaken, and the appropriate defect codes are quoted against the relevant operation and time for claims under warranty.

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Bulletin No. 16 continued ..... claims under warranty./

This does not apply to hardtops sold as accessories.

09.11.10 All modifications + Remove and refit H.T. 7.75 hrs.

PARTS REQUIREMENT

The parts required for the above modifications are all available from Parts Dept., and can be obtained under the following part numbers.

Secondary Droplight Seal L/H	1	off	97550
Secondary Droplight Seal R/H	1	off	97551
Seal Retainer	2	off	97622
Packer - Square	2	off	97623
Screw - Self Tap	26	off	-
Header Panel Seal - Round Section			92601 (deck panel seal cut to length)
Corner Rubber - Quarterlight	2	off	92882
Anti-Creak Felt	1	off	97497
Anti-Rattle Clip	2	off	66810
Packer-Strip - Window Seal	1	off	94384 (supplied in 12" length). This should be cut along the centre to provide sufficie seal for two sid

D. B. Millard
Manager, Technical Services.

MARCH, 1974

DBM/MH

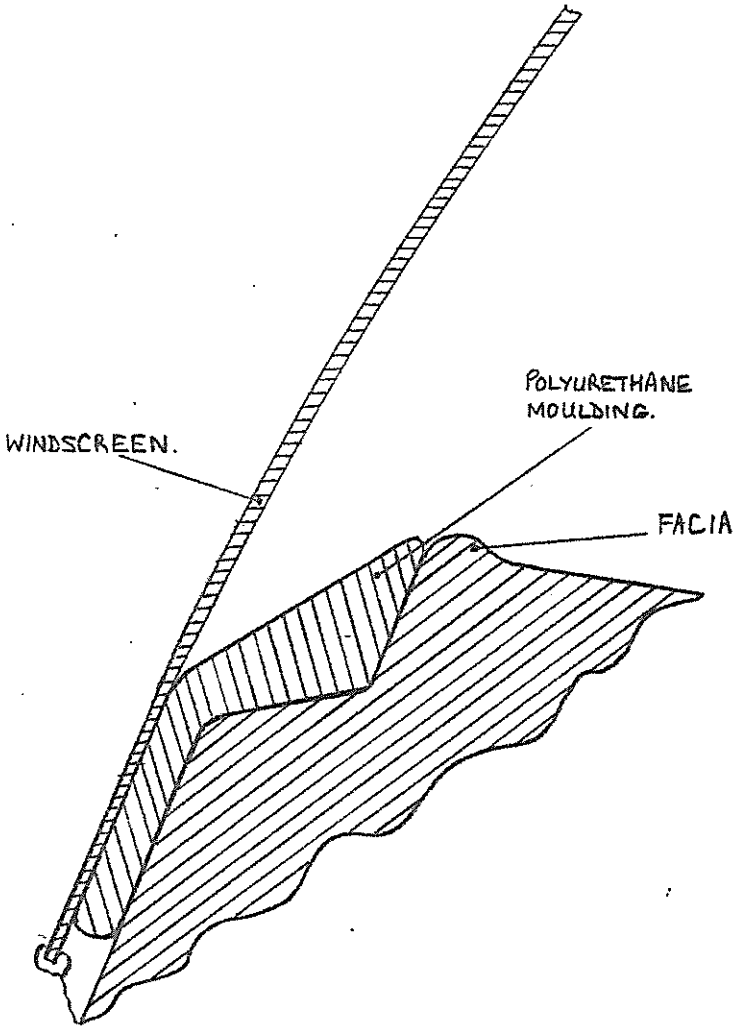

FIG. 1. FACIA MODIFICATION.

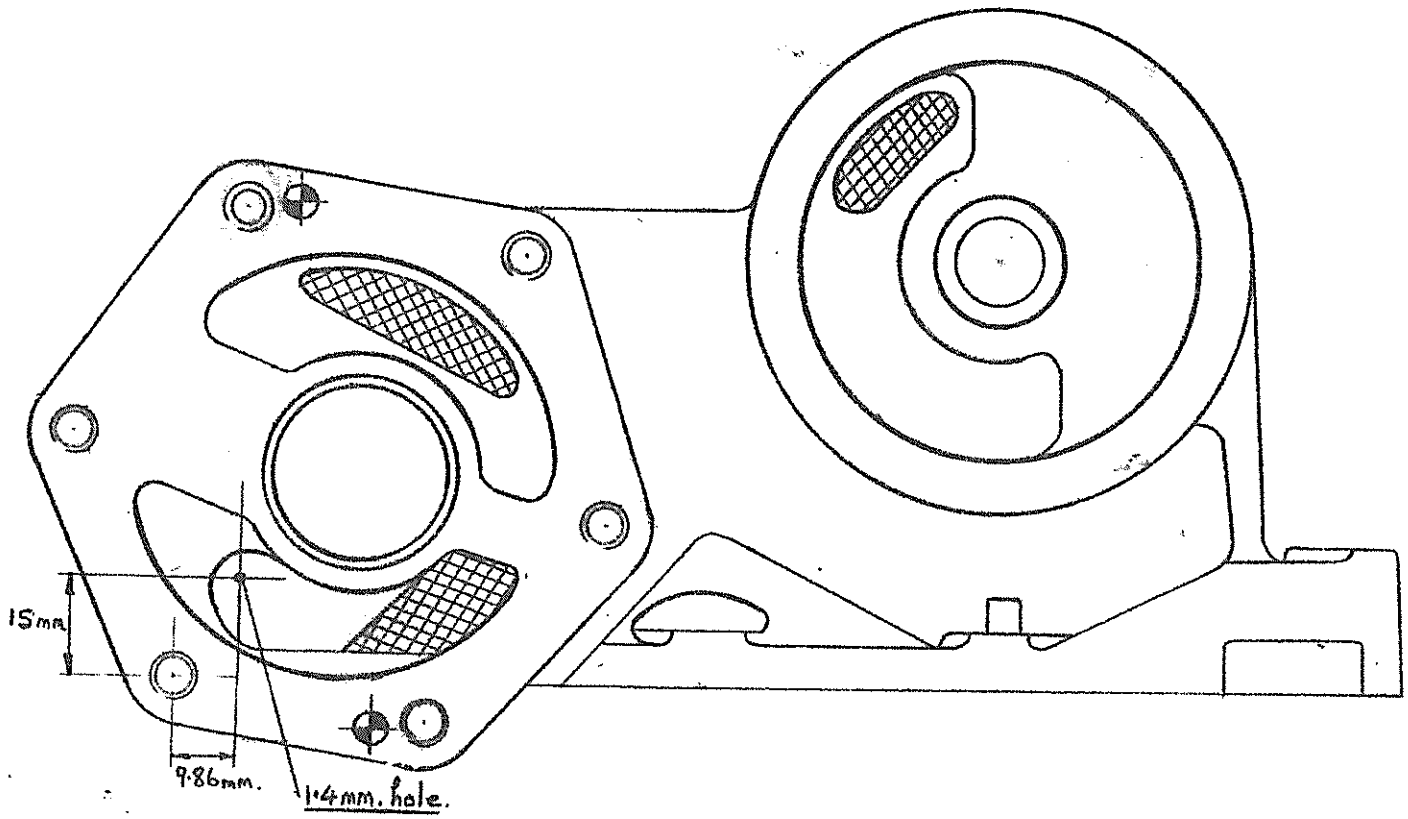

FIG 2. LOCATION OF AUXILIARY HOUSING AIR BLEED HOLE.

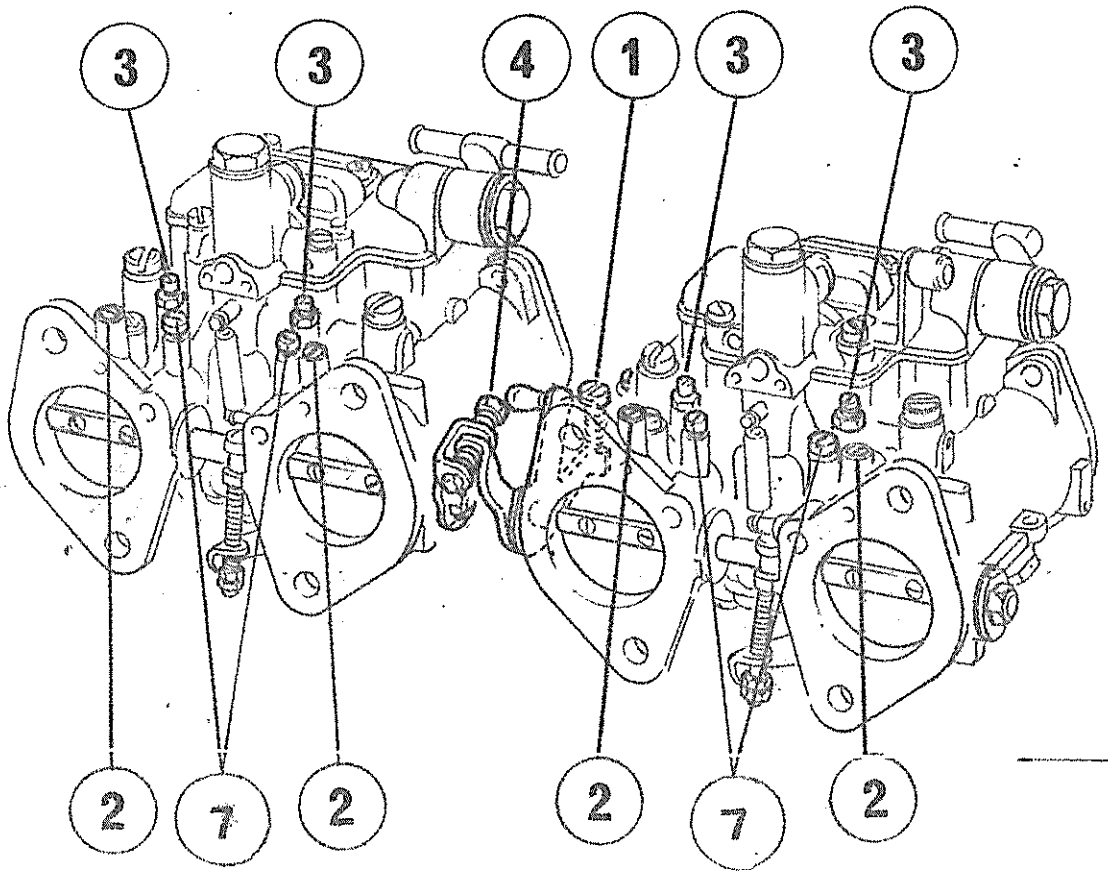

FIG 3 TWIN DELLORTO DHLA 40E CARBURETTORS

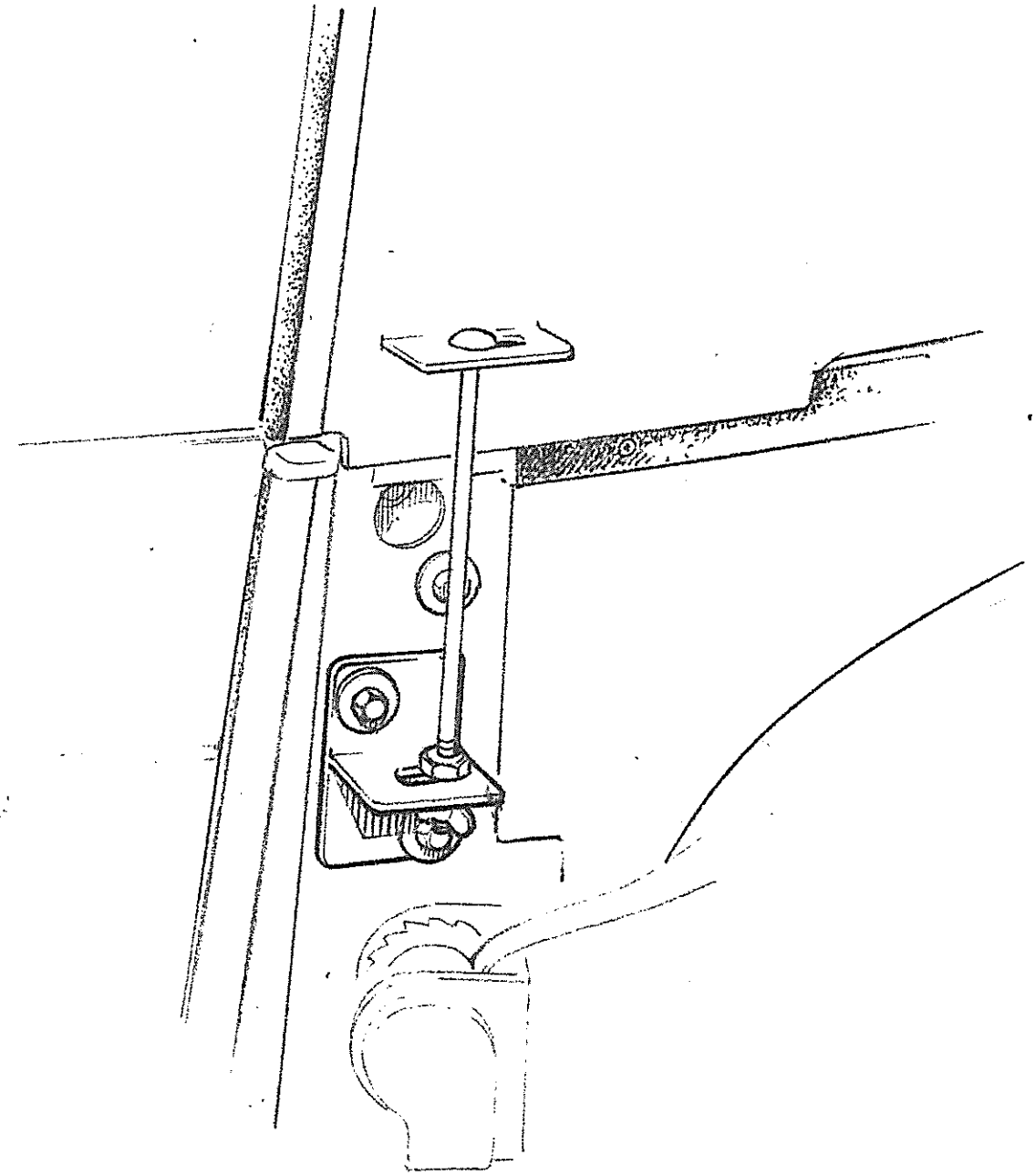

FIG 4. LOCATION OF ATTACHMENT BRACKETS.

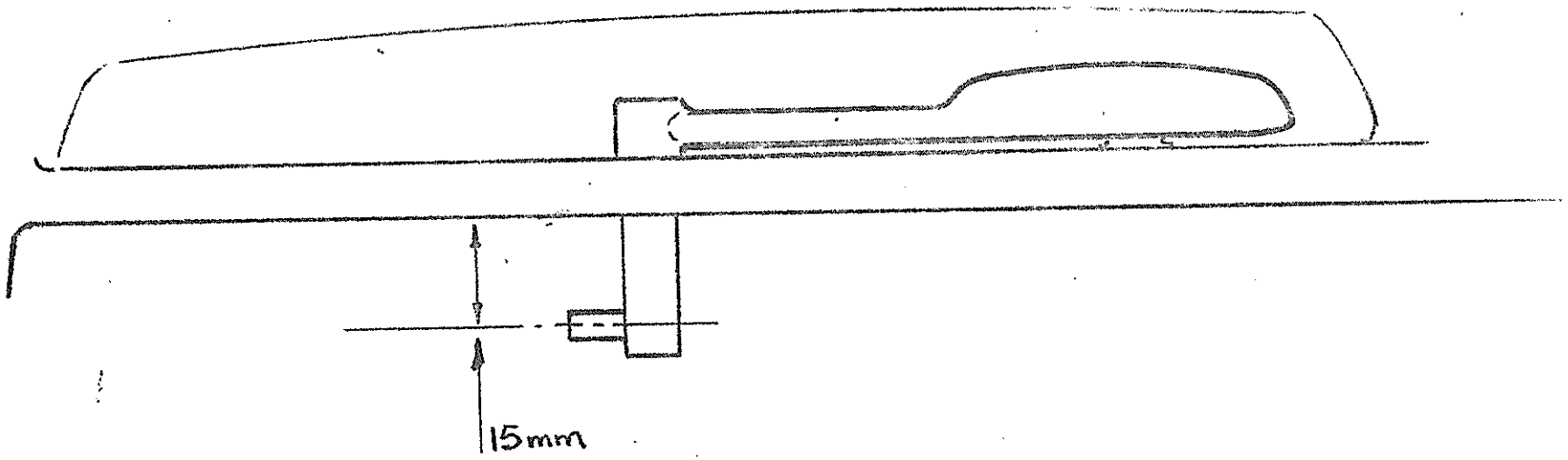

FIG.5. ADJUSTMENT OF LOCKING LEVERS.

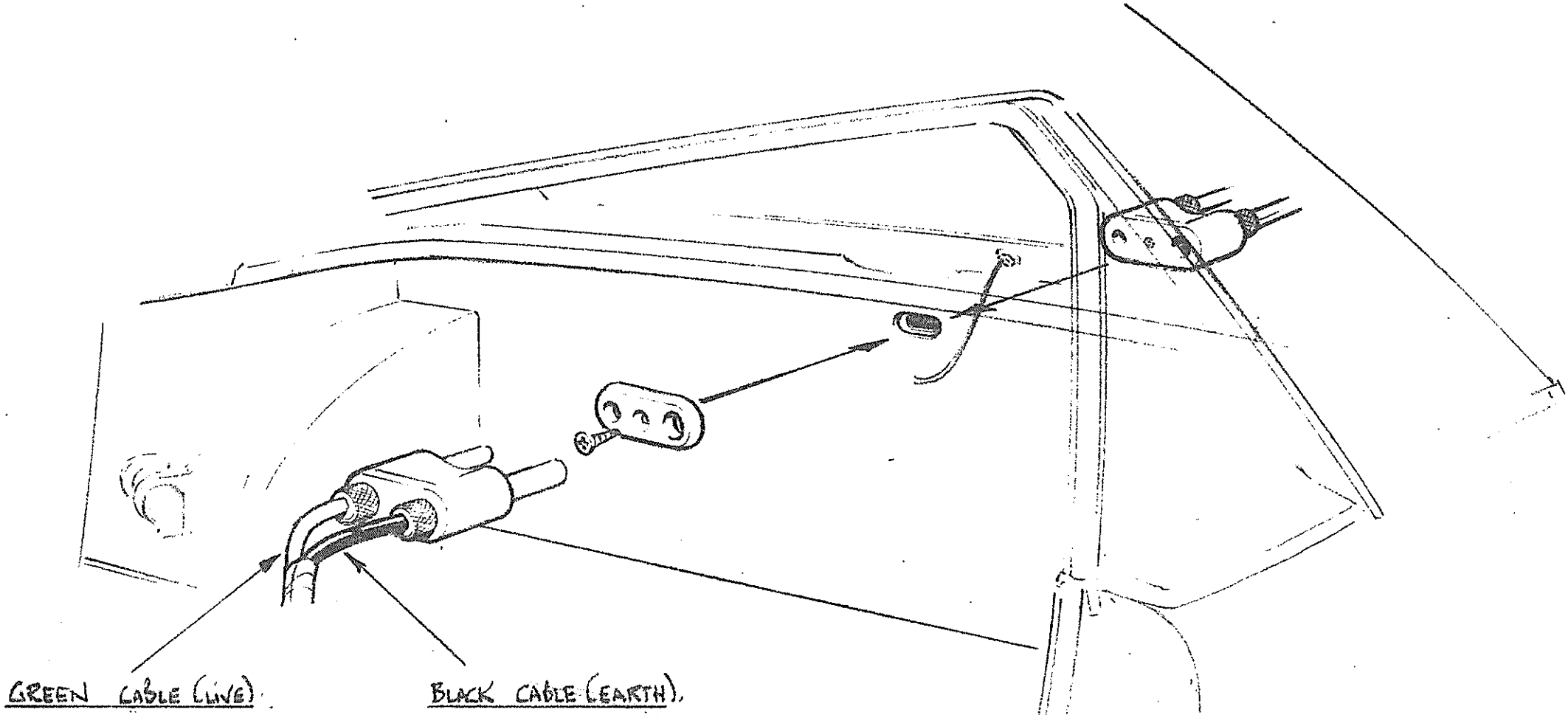

FIG. 6. BACKLIGHT CONNECTION.

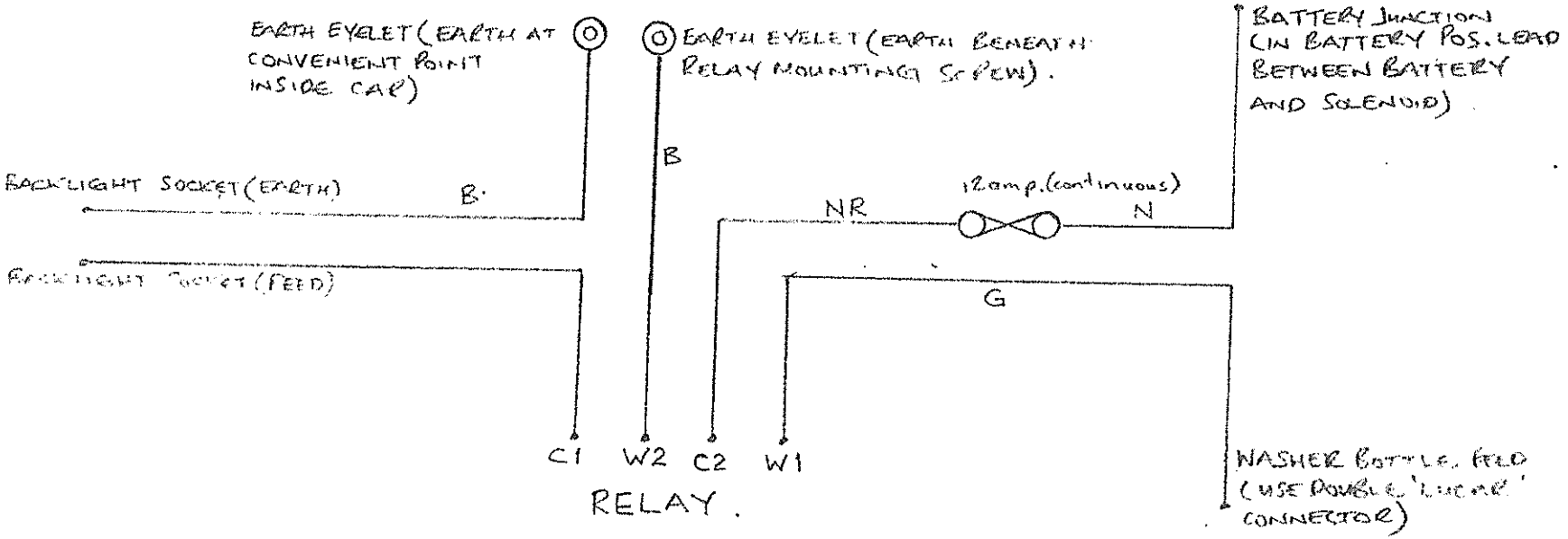

FIG. 7. BACKLIGHT HARNESS WIRING DIAGRAM.

SECTION THROUGH
HEADTOP
A
A'