B.M.C. SERVICE LTD.
COWLEY, OXFORD

JANUARY 1960

INDEX
TO
IMPROVEMENTS AND ALTERATIONS

AUSTIN SEVEN

ISSUE No. 3

(Please destroy previous issue)

This Index embodies all information issued up to and including Service Journal Sheet No. A/166 Parts List Amendment No. PAU/778

PRINTED IN ENGLAND

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Service Tool Catalogue - Part No. AKD770					
Workshop Manual - Part No. AKD1178 The following have been issued for the above Manual:					
Amended Sheets - Issue No. 2 - Maintenance Attention 1, 2,P.3,P.4					
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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 127

Fleet Users

No.

28 August 1959

PRE-DELIVERY CHECKS SEVEN

(1) The necessity for a THOROUGH GREASING of these cars prior to delivery IS STRESSED and points 3,4,5,6,7 & 8 shown in the Lubrication Chart (centre pages of the Driver's Handbook) M U S T receive attention before any vehicle is handed over.

(2) Plug leads are sealed into the distributor cap with silicone grease (available in tubes to Part No. 17H4176) but re-sealing in this way is advisable in the case of all early productions.

The procedure is to remove each lead in turn from the cap, smear the grease fairly liberally into the orifice and replace the lead, watching to see that the grease exudes evenly all round it.

Ignition failures due to water getting on to the distributor or caused by excessively humid atmospheric conditions will be eliminated by this attention.

(3) Austin Service Journal No. A / 128 gives full details of the procedure to be followed in rectifying body water leaks on early cars. It is obviously desirable that such vehicles should be tested and suitably dealt with PRIOR TO RELEASE, wherever possible.

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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A/130

Fleet Users

No.

3 Sept. 1959

OIL LEAKAGE INTO CLUTCH

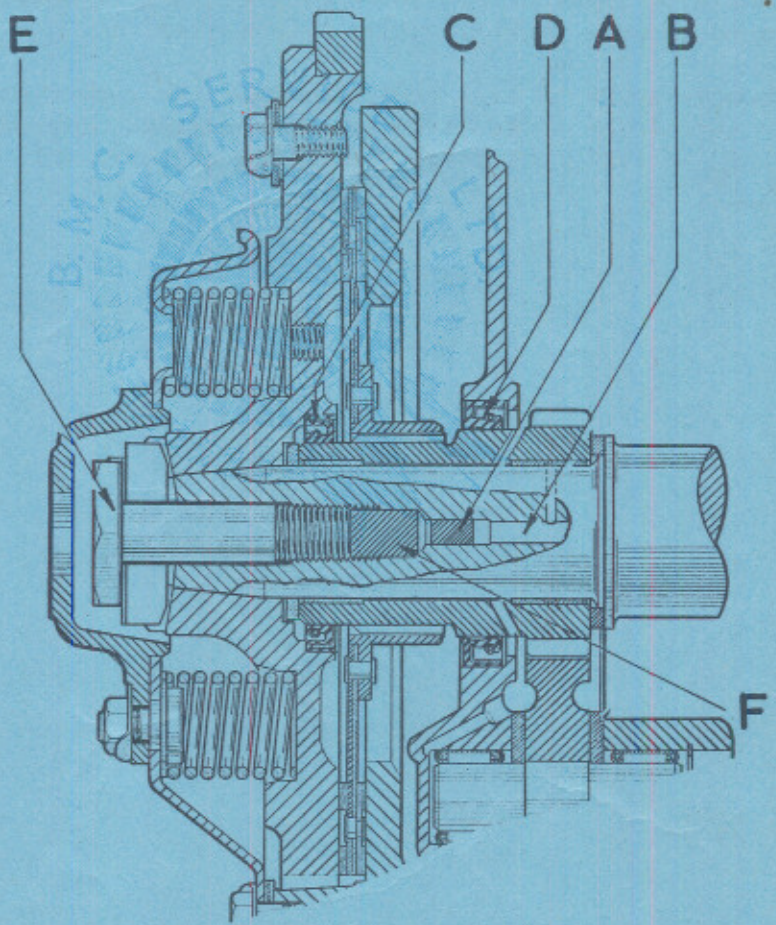
SEVEN

There are three possible causes:

(1) leakage past brass plug 'A' at end of oilway 'B'

(2) leakage past seal 'C'

(3) leakage past seal 'D'.



To check for (1), withdraw flywheel retaining screw 'E'. If this is quite dry, the brass plug 'A' is not suspect and dismantling should proceed in order that seals 'C' and 'D' may be examined. Leakage here would most likely be due to damage in assembly and new parts should be fitted as necessary.

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P.T.O.

If, on the other hand, oil leakage is in evidence at (1), this may be due to the fact that the rubber plug 'F' (Part No. 22A64) - which is an added precaution against leakage at the brass plug 'A' - is not in contact with the tip of the retaining screw 'E', as intended, and has therefore not been 'spread' and is failing to act as a seal.

The remedy is to fit <u>two</u> rubber plugs, Part No. 22A64, <u>each</u> reduced in length by 3/16" (say, 4 to 5 mm.). Their combined length will provide just the right amount of 'spread' when the retaining screw 'E' is home.

In all cases of oil leakage into the clutch, the clutch friction surfaces should be examined and thoroughly cleaned, the driven plate being replaced if more than slightly contaminated.

NOTE: Although the Parts List indicates that the rubber plug 22A64 was to be fitted from the commencement of production, it was, in fact, not introduced until Eng. No. 171.

AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 135

Fleet Users

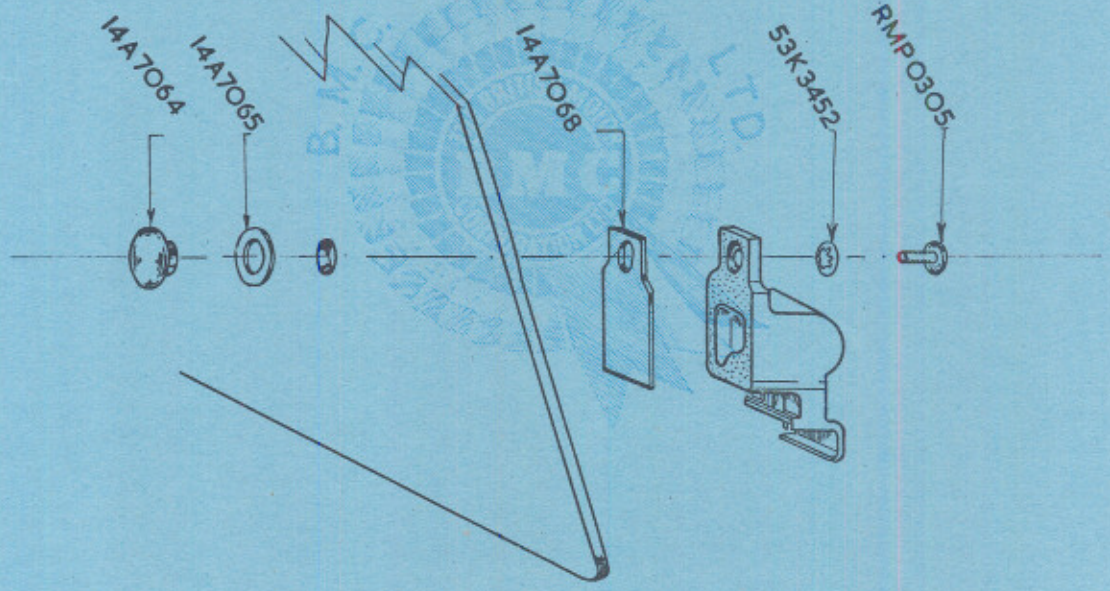
No.

11 Sept. 1959

WINDOW CATCH ASSEMBLIES SEVEN

There is a possibility that these may become loose and pivot around their fixing points.

The remedy is to remove the catch and to coat each side of the fibre washer, Part No. 14A7068, with Dunlop adhesive S 758. An additional shakeproof washer, Part No. 53K3452, should be fitted also, as shown in the sketch below.



N.B. It is possible that the washers fitted to some early cars are not of fibre but a folded type.
In this case new fibre washers, Part No. 14A7068, should be used.

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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 139

Fleet Users

No.

2 October 1959

AIR CLEANER & SILENCER SEVEN

To prevent any possible occurrence of carburetter icing, a new air cleaner and silencer assembly, Part No. 12A51, was introduced at Car Nos. 2510 (RHD) and 1361 (LHD). This has the silencer pipe directed downwards towards the rear of the exhaust manifold.

The new air cleaner, together with the fixing details shown on Parts List Amendment No. PAU/702, may be fitted to cars prior to Nos. 2510 (RHD) and 1361 (LHD).

There is no change to the paper element, Part No. 13H298.

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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 142

Fleet Users

No.

7 October 1959

DRIVE-SHAFT ASSEMBLY - 'KNOCK' FROM INNER JOINT SEVEN

A 'knock' emanating from the splined coupling at the inner end of the drive-shaft assembly may be attributed to insufficient slip between the shaft splines and the flange when the shaft is under load.

Complaints of this nature should be carefully analysed because a slight 'knock' could occur on new cars due to tightness of the splines which would tend to decrease in operation.

A 'knock' in the case of a car which has done a reasonable mileage can be eliminated by improving the lubrication of the parts. This is achieved by dismantling and packing with Duckham's LAMMOL, substituting a rubber bellows for the existing cap and seal with ventilated end-plug. No further lubrication will then be necessary until major overhaul.

NOTE: THERE IS AT THE MOMENT NO KNOWN ALTERNATIVE TO DUCKHAM'S LAMMOL FOR THIS PARTICULAR APPLICATION. UNFORTUNATELY, SUPPLIES ARE SOMEWHAT RESTRICTED BUT 1 lb. (.45 kg.) TINS ARE AVAILABLE FROM B.M.C. SERVICE LTD. UNDER PART No. 97H2465. DO NOT USE THE GREASE FOR ANY OTHER PURPOSE.

Proceed as follows:

1) Remove hub nut.

2) Remove nuts from top and bottom arm ball pivots. Remove steering tie-rod nut and free the taper.

3) Free top arm from ball pin taper and lever up to clear pin. Free bottom arm from ball pin taper and lift hub assembly. The hub assembly can then be withdrawn from the drive shaft.

   Note: Stand hub assembly on suitable support to avoid weight coming on brake hose.

4) Remove the lower arm pivot pin, also the 4 outer U-bolt nuts and U-bolts. The shaft can then be manoeuvred through the aperture in the valance.

5) Remove the joint flange 'A' and remove and discard the end cap and cork seal.

6) REMOVE AND DISCARD GREASER in the joint flange and blank the hole, using ¼" UNF x 3/16" long setscrew 'B', Part No. ACA8042.

   Note: The fact that the greaser has been replaced by a plug serves as a ready means of identifying the drive-shaft as modified.

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P.T.O.

7) Seal off the end plug 'C' by patching and soldering up the breather hole and soldering round the outside edge of the plug.

8) Screw seal ring 'D', Part No. ACA9234, on to the joint flange 'A', taking care not to score the outer face, otherwise the housing seal 'E' (Part No. 21A277) will be cut when wired to the ring.

9) Using Duckham's LAMMOL grease Part No. 97H2465, fill cavity 'F' in joint flange, as shown.

10) Fix and wire housing seal 'E' to drive-shaft in position shown.

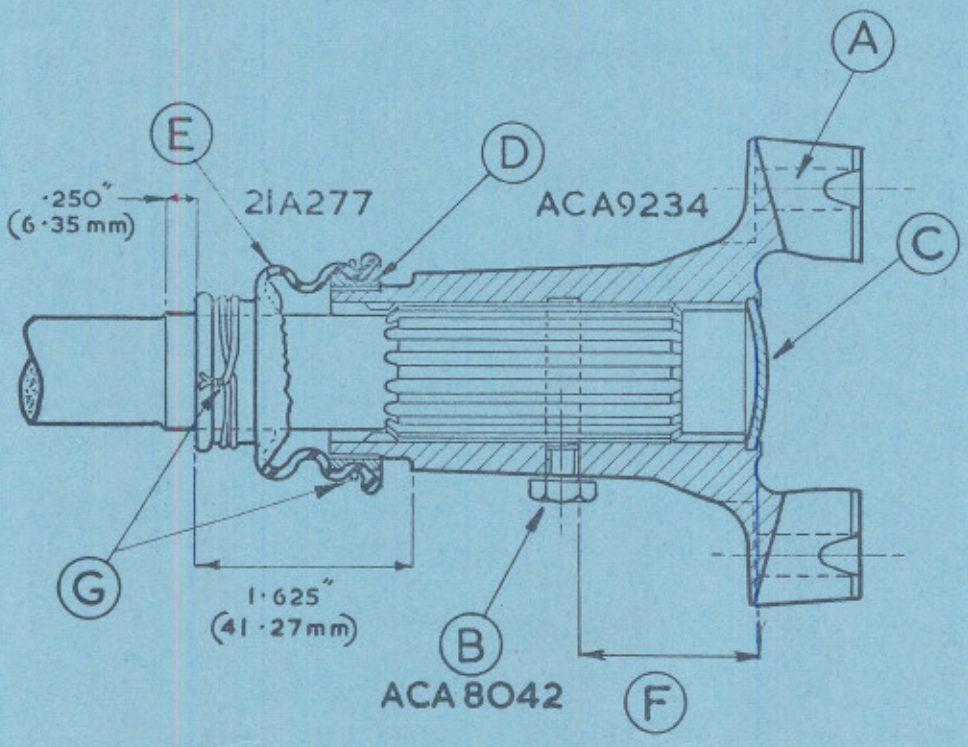
11) Fill cavity inside housing seal 'E' with Duckham's LAMMOL grease.

12) Insert drive-shaft assembly into joint flange to dimension shown in illustration, and wipe off extruded grease.

13) Fit and wire housing seal 'E' to seal ring 'D'.

14) Use 2 turns of soft iron wire 'G' for fixing housing seal, ensuring that ends of wire cannot puncture or damage the seal.

15) Reassemble drive-shaft to car.



IMPORTANT NOTE ALL SERVICE REPLACEMENT DRIVE-SHAFT ASSEMBLIES, PART NOS. 21A204 & 21A205, WILL BE PRE-PACKED WITH DUCKHAM'S LAMMOL, AS DESCRIBED.

PLEASE ENSURE THAT YOUR OWN STOCK IS MODIFIED ACCORDINGLY.

AUSTIN SERVICE JOURNAL

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No. .....

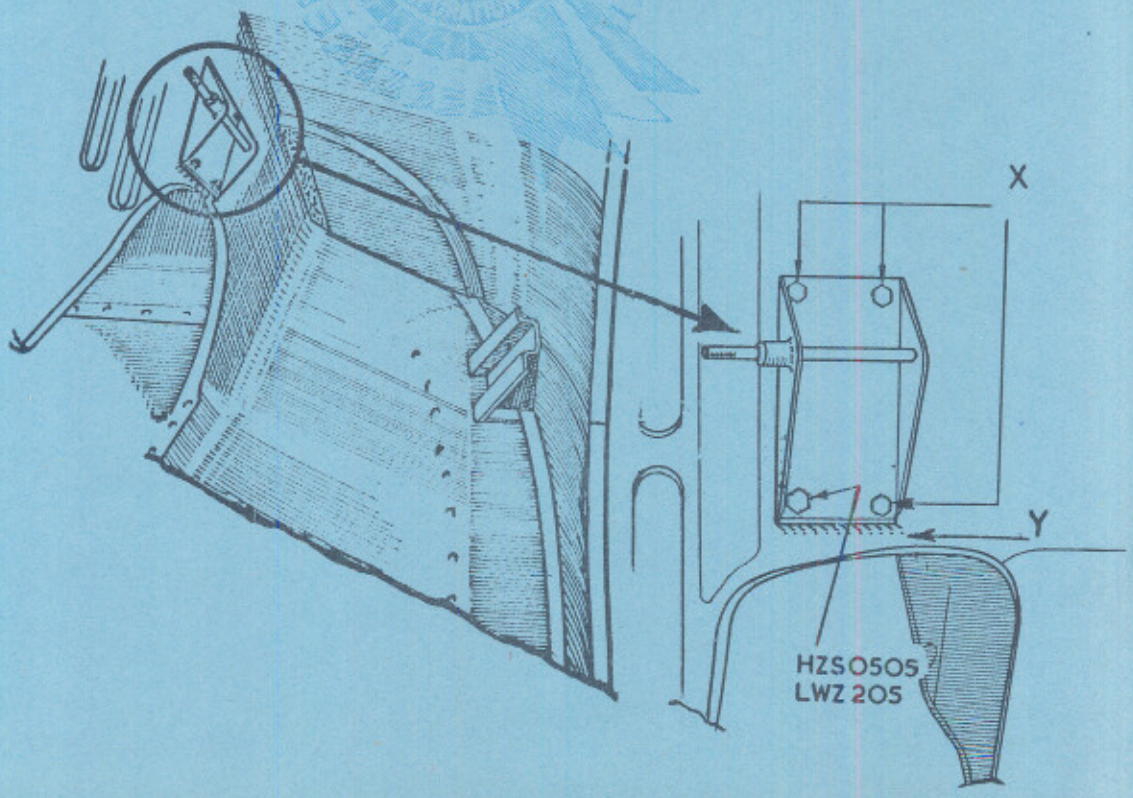
23 October 1959

FRONT SHOCK ABSORBER MOUNTING BRACKETS SEVEN

If these brackets work loose the attachment should be reinforced as follows:

Remove the four existing screws and replace those marked 'X' with longer ¼" UNF screws (Part No. HZS0407), fitting nuts (Part No. FNZ104) and the original spring washers.

The hole for the fourth screw should be drilled out with a letter 'I' drill and tapped 5/16" UNF. A screw (Part No. HZS0505) and spring washer (Part No. LWZ205) should then be fitted. Finally, gas-weld the lower edge of the bracket to the wing valance as indicated at 'Y'.



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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization
No. A / 153

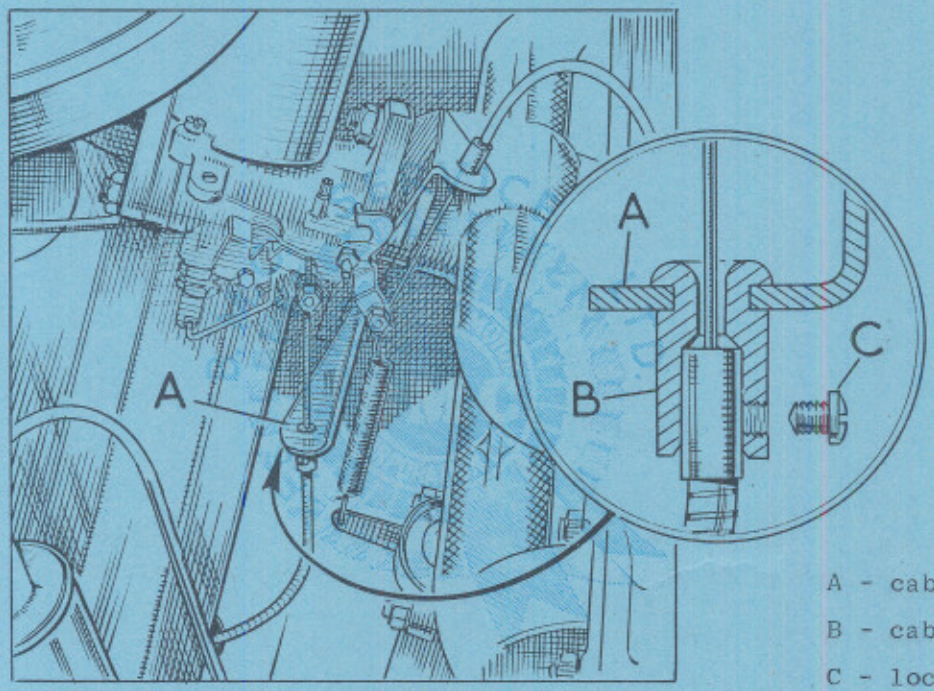
Fleet Users
No. AF / 62

17 November 1959

CHOKE CONTROL CABLE

SEVEN

1. Any tendency for the cable outer casing to jump out of its abutment in the stop (Part No. 12A2) can be prevented by locking the cable in position with self-threading screw ACA8041 (drill size 43), as shown in Fig. 1.



A - cable stop bracket
B - cable abutment
C - locking screw.

FIGURE I

It will be appreciated that, with the outer casing out of its abutment, the carburetter cam lever cannot return to the "weak" position and the result is an over-rich running mixture with increased fuel consumption.

2. A tendency exists for the choke cable rubber grommet, protecting the cable casing in the dash panel, to be pulled out of position during marked engine vibration, thereby causing damage to the cable. This can be remedied by replacing the existing grommet with a rubber sleeve to allow for backward and forward "slide".

To achieve this modification, disconnect the choke cable at the carburetter and withdraw the cable from the bracket.
Remove the existing rubber grommet from the cable and replace with the new rubber sleeve 'A' (Part No. 21A227) which should be positioned in the dash panel 'B' (Fig. 2) as illustrated.
Re-connect the cable at the carburetter.

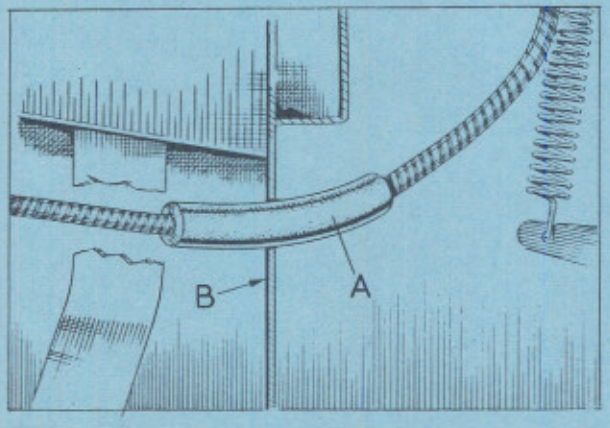


FIGURE 2

Alternatively a grommet, Part No. 14A7212, is available which will improve the sealing of the dash and may be fitted to existing cars if the hole in the dash is enlarged to 5/8" (say, 16 mm.).
This new grommet will be fitted in production in the near future.

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No. A / 154

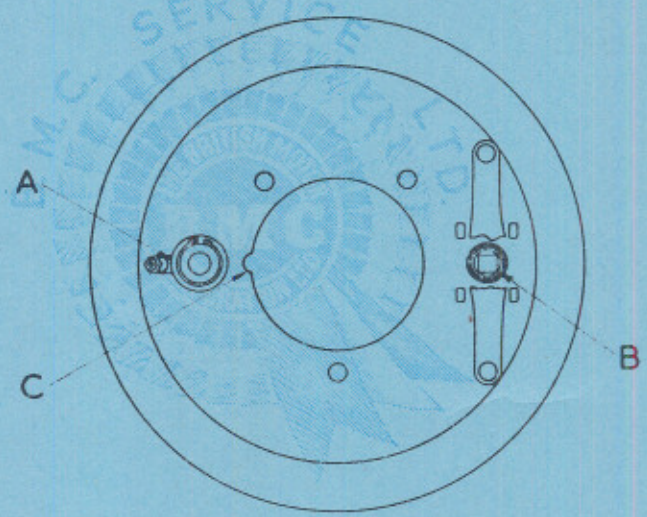
Fleet Users
No. AF/63

20 November 1959

WATER IN FRONT BRAKES — SEVEN

This may be prevented by sealing certain points on the outside of the front brake backplate, using Bostik 252.

The accompanying sketch indicates these points.



'A' is the wheel cylinder boss. Particular attention to sealing should be given between the bleeder screw and the boss.

'B' is the joint between the adjuster reinforcing plate and the hole in the backplate.

'C' (LEFT-HAND BACKPLATE ONLY) is the identification hole.

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No. A / 155

Fleet Users
No. AF / 64

20 November 1959

ENGINE VIBRATION — SEVEN

When there is a tendency towards engine vibration, slacken the fixings of the exhaust system and engine steady rod and re-adjust these components in accordance with the following sequence of instructions (these also apply when the engine is removed for overhaul or when the exhaust system is changed):

1. Position the exhaust pipe and silencer assembly 'A' (see illustration overleaf) to the exhaust manifold 'B' and leave the exhaust pipe clamp securing nuts 'C' just slack.

2. Re-secure the exhaust pipe and silencer at the two locations on the rear sub-frame.

3. Place spacing washers 'D' (PWZ105) between the exhaust support stay and the lug on the gear change extension casing until the hole for the engine steady rod bolt at the top of the cylinder block moves into line with the metal bush in the rubber of the engine steady rod 'E'.

4. Replace and tighten the securing bolt 'F' to secure the exhaust support to the gearbox lug.

5. Insert the setscrew 'G' into the cylinder block, through the engine steady bracket and steady rod bush, and tighten.

6. Tighten the securing nuts 'C' on the exhaust pipe clamp.

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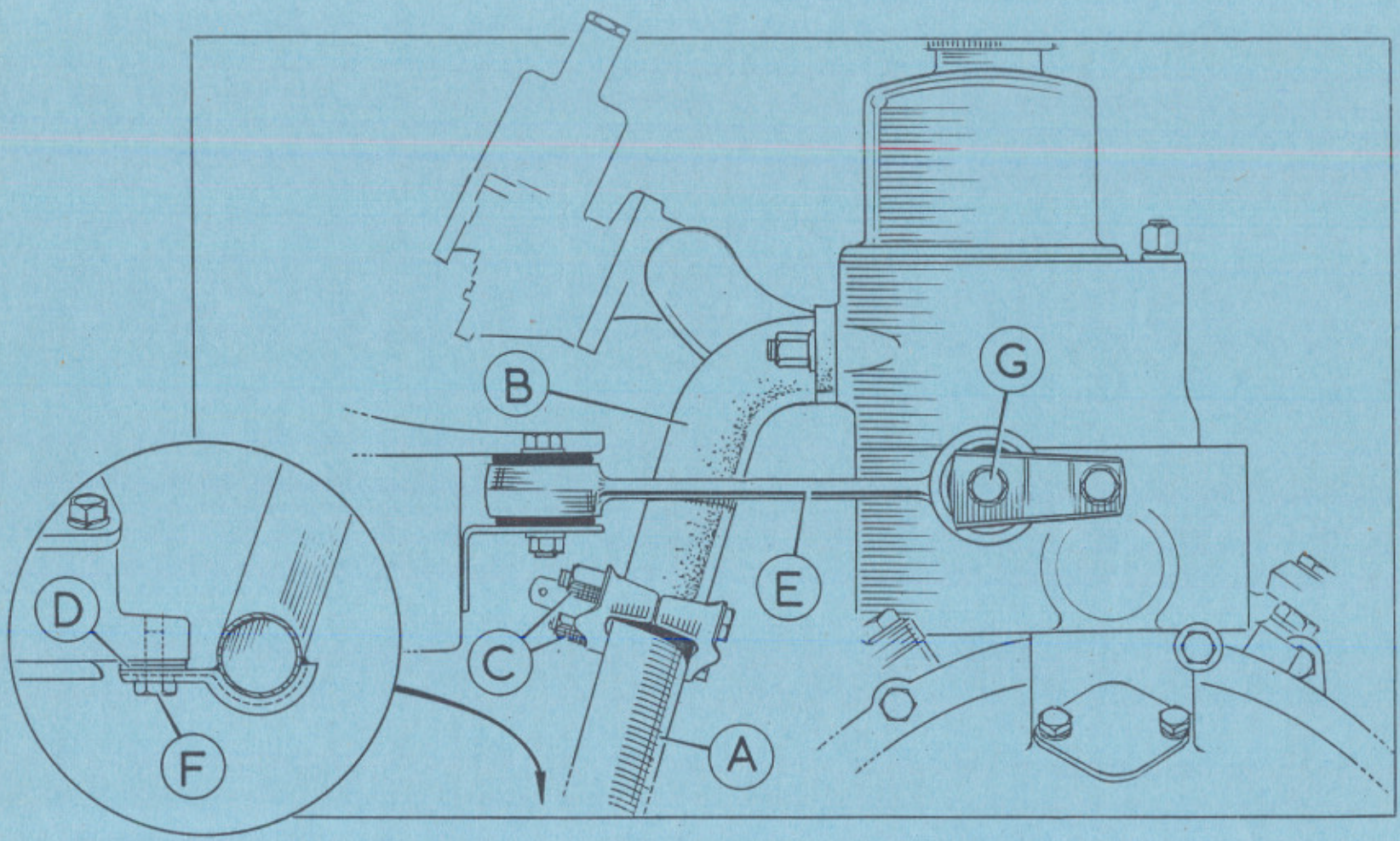

B
G
D
E
C
F
A

AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization
A / 160
No.
* cancelling A/147

Fleet Users
No.

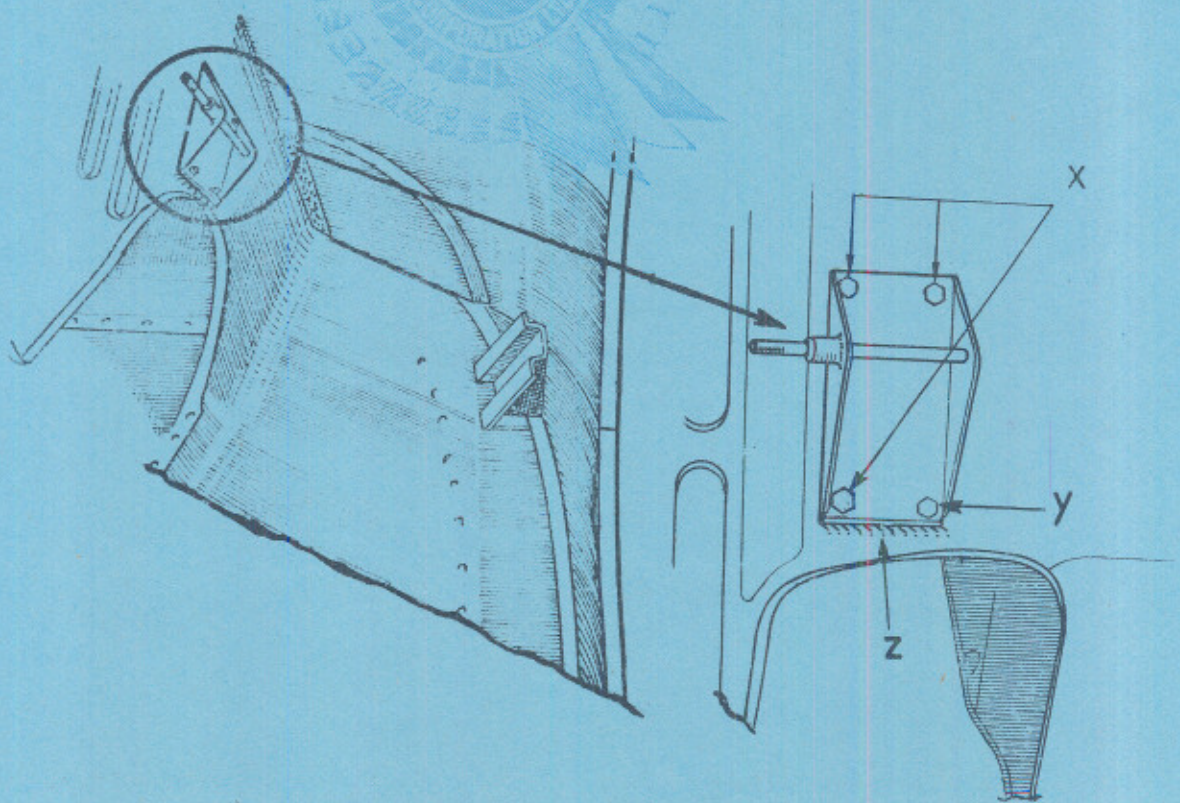
9 December 1959

FRONT SHOCK ABSORBER MOUNTING BRACKETS — SEVEN

If these brackets work loose the attachment should be reinforced as follows:

Remove the four existing screws and replace those marked 'X' with longer ¼" UNF screws (Part No. HZS0407) fitting nuts (Part No. FNZ104) and the original spring washers.

The hole for the fourth screw 'Y' should be drilled out with a letter 'I' drill and tapped 5/16" UNF. A screw (Part No. HZS0505) and spring washer (Part No. LWZ205) should then be fitted. Finally, gas-weld the lower edge of the bracket to the wing valance as indicated at 'Z'.



* Because drawing was incorrect.

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Distributor & Dealer Organization

No. A / 161

Fleet Users

No. .....

9 December 1959

CARPET UNDERFELT

SEVEN

Care should be taken when replacing carpets and underfelts to ensure that there is no possibility of the underfelt fouling the steering column pinch-bolt.

As an added precaution the hole in the underfelt (through which the column passes) should be enlarged from $1\frac{1}{2}$" (38 mm.) to $2\frac{1}{2}$" (63 mm.) diameter.

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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization
No. A / 171

Fleet Users
No. AF / 70

5 January 1960

HAND BRAKE CABLE

SEVEN

A recent improvement is a new hand brake cable assembly 'A', Part No. 21A186, incorporating a trunnion 'B' which engages with a sector 'C', Part No. 21A182, mounted on a hinge pin on the rear suspension radius arm (see sketch overleaf). This modified arrangement dispenses with the original cable, guide tube and clip on the radius arm.

The new hand brake cable came into production at Car No. 5715 (R.H. Drive) and 5537 (L.H. Drive).

In the event of replacement, on and from the foregoing car numbers, the following procedure is necessary to obtain the correct clearance between brake cable and tyre:

1. Assemble brake cable 'A' to sector 'C' with the positioning trunnion 'B' in the slot provided.

2. Corners 'D' and 'E' on the sector should then be 'nipped' thereby trapping the cable in the sector groove. It is important that only the two corners 'D' and 'E' are 'nipped' in order to position the cable for clearance when assembled to the rear sub-frame.

3. Refit the sector and bearing onto the hinge pin on the radius arm, and secure in position with plain washer (2K5806) and Nyloc nut (LNZ205).

4. Re-connect the brake cable to the actuating lever on the brake backplate.

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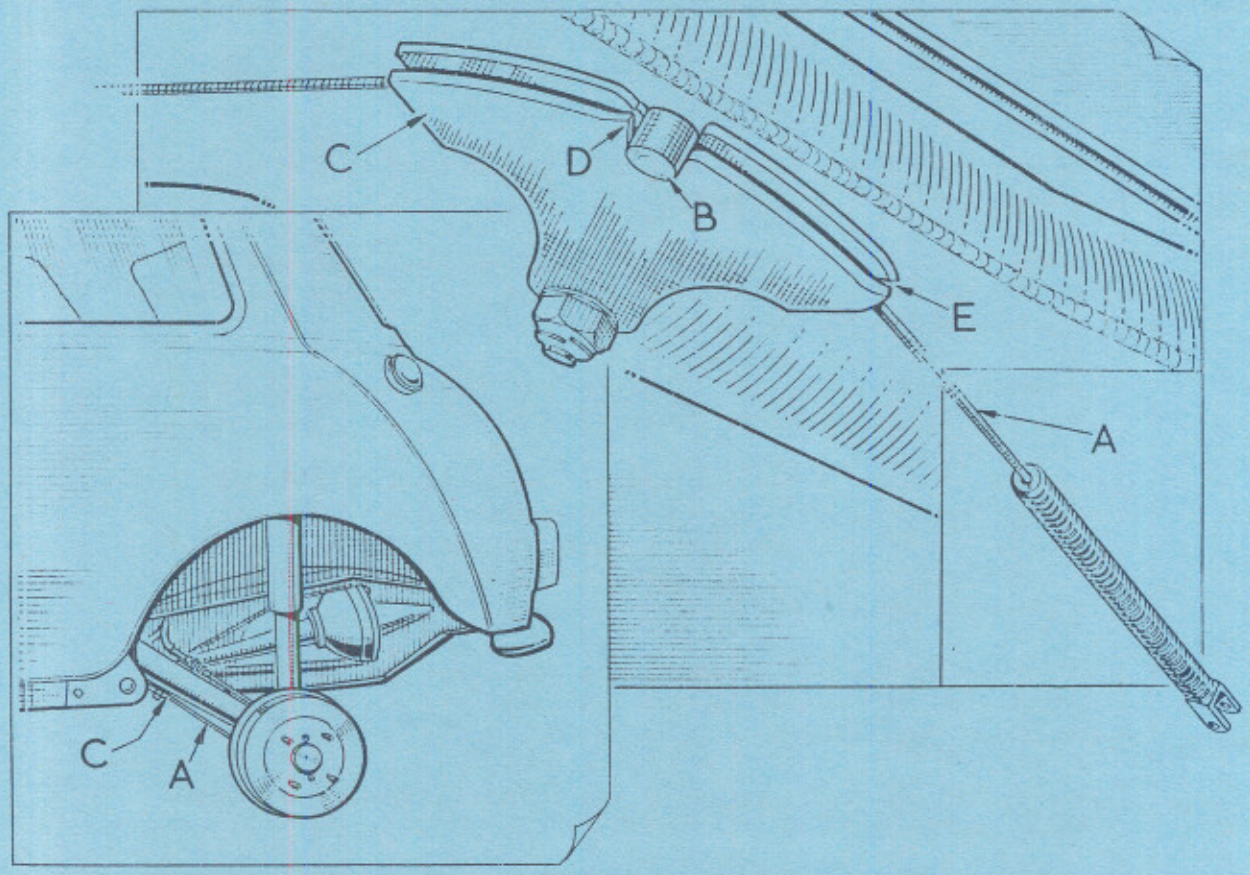
P.T.O.


C
D
B
E
A
C
A

AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 168

* cancelling A/130

Fleet Users

No.

10 December 1959

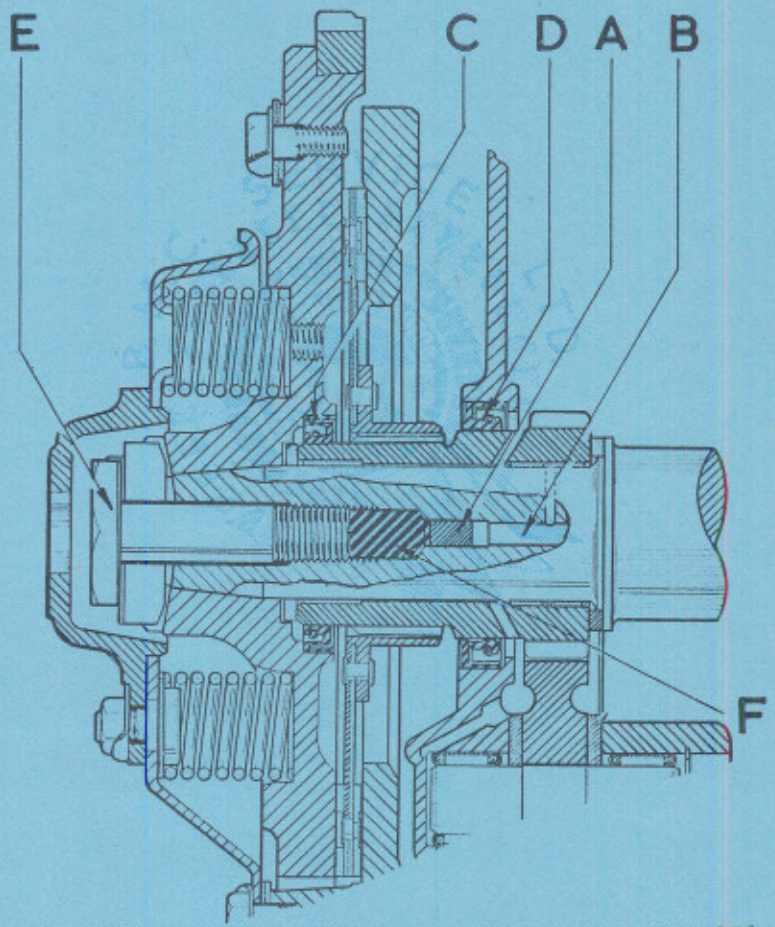
OIL LEAKAGE INTO CLUTCH — SEVEN

There are three possible causes:

(1) leakage past brass plug 'A' at end of oilway 'B'

(2) leakage past seal 'C'

(3) leakage past seal 'D'.



To check for (1), withdraw flywheel retaining screw 'E'. If this is quite dry, the brass plug 'A' is not suspect and dismantling should proceed in order that seal 'D' may be examined. Leakage here would most likely be due to damage in assembly and a new seal should be fitted if necessary. Leakage at 'C' will be prevented by a new type seal, Part No. 13H435, which has a steel outer shell.

* because further information now available.

Notification of the introduction and availability of this new seal will be made in a Parts List Amendment to be issued shortly.

If, on the other hand, oil leakage is in evidence at (1), this may be due to the fact that the rubber plug 'F' (Part No. 22A64) - which is an added precaution against leakage at the brass plug 'A' - is not in contact with the tip of the retaining screw 'E', as intended, and has therefore not been 'spread' and is failing to act as a seal.

The remedy is to fit a longer ($\frac{7}{8}$" or 22.22 mm.) rubber plug, Part No. 22A124. The extra length will provide just the right amount of spread when the retaining screw 'E' is home.

This longer plug was first fitted in production at Engine No. 2480 (Parts List Amendment No. PAU/740 refers)

In all cases of oil leakage into the clutch, the clutch friction surfaces should be examined and thoroughly cleaned, the driven plate being replaced if more than slightly contaminated.

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No. A / 169

Fleet Users

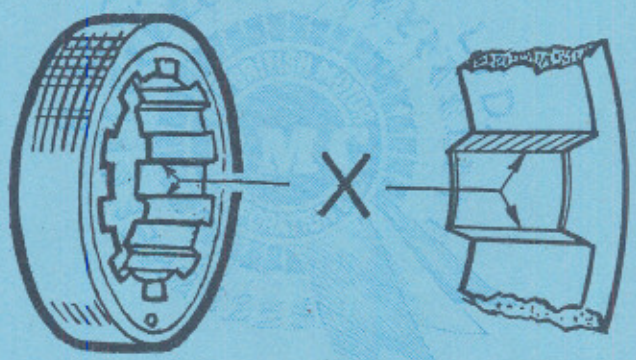
No. .....

24 December 1959

THRUST WASHERS 2A3217, 2A3218, 2A3219 SEVEN

A recent investigation of cases of gearbox seizure has rendered the above parts suspect.

Stocks of these washers should be checked to ensure that there is no chamfer at points 'X', as this might result in the locking peg being over-ridden, the thrust washer and gears seizing on the third motion shaft as a consequence.



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AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 172

Fleet Users

No.

6 January 1960

CLUTCH OPERATING LEVER

SEVEN

To prevent excessive loads being applied to the crankshaft thrust washers, the clearance between the clutch operating lever and the adjustable stop has been increased from .045" (1.14 mm.) to .060" (1.52 mm.); see page E3 of the Workshop Manual and page 35 of the Driver's Handbook, both of which will be amended as soon as possible.

PLEASE ENSURE THAT ALL CARS HAVE THE STOP ADJUSTED TO GIVE THE INCREASED CLEARANCE.

LITHOGRAPHED IN ENGLAND

AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization

No. A / 182

Fleet Users

No. .....

20 January 1960

STEERING WANDER

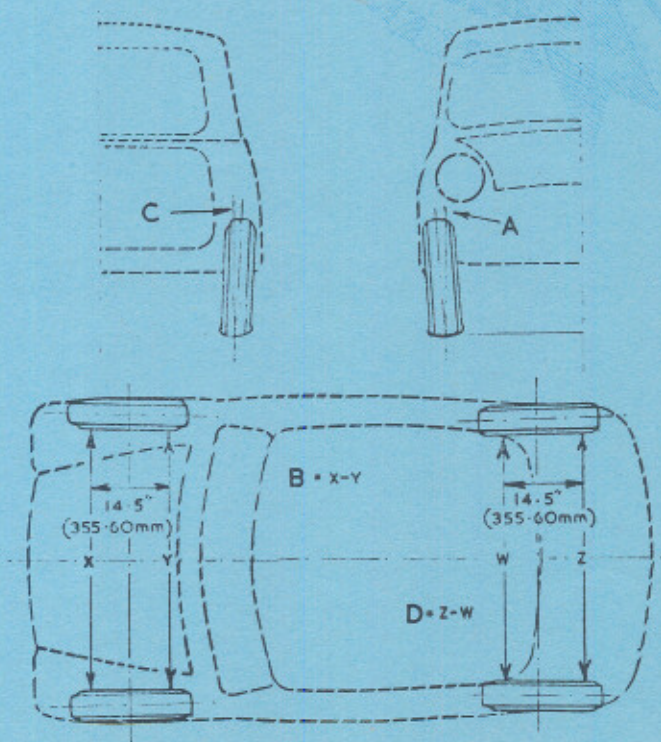
SEVEN

Complaints of steering wander prior to Car No. 11670 RHD or 10530 LHD may usually be disposed of by increasing the caster angle from $1\frac{1}{2}^{o}$ to $3^{o} \pm \frac{1}{2}^{o}$.

This is achieved by fitting a pair of the shorter tie-rods, Part No. 21A263, which were introduced at the above Car No. and which must now be used for all service replacements (PAU/826 refers).

In addition, the following points should be checked (with the shorter tie rods fitted and the car unladen):

Front wheels	(A)	Camber angle 2^{o}	positive $\pm 1^{o}$
	(B)	Toe OUT	1/16" (1.6 mm.)
Rear wheels	(C)	Camber angle 1^{o}	positive $\pm \frac{1}{2}^{o}$
	(D)	Toe IN	$\frac{1}{8}$" (3.2 mm.) $\pm \frac{1}{8}$" (3.2 mm.)



SUSPENSION ARM PIVOTS MUST BE WELL LUBRICATED, GREASE EXUDING FROM BOTH ENDS OF THE PIVOT PIN BEARINGS

LITHOGRAPHED IN ENGLAND

AUSTIN SERVICE JOURNAL

Distributor & Dealer Organization
No. A / 185

Fleet Users
No.

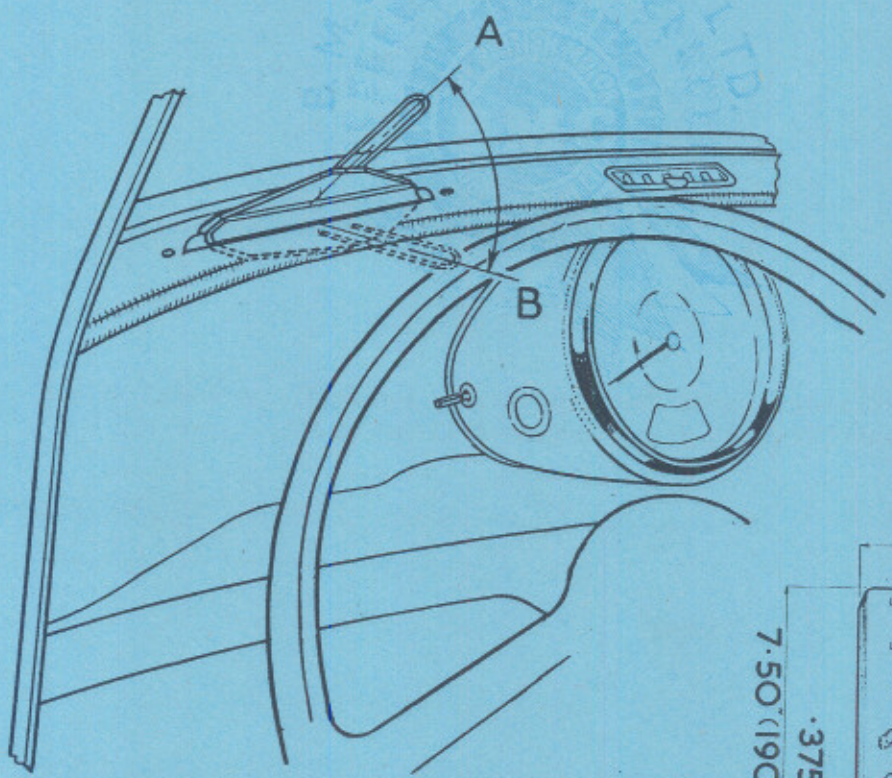
22 January 1960

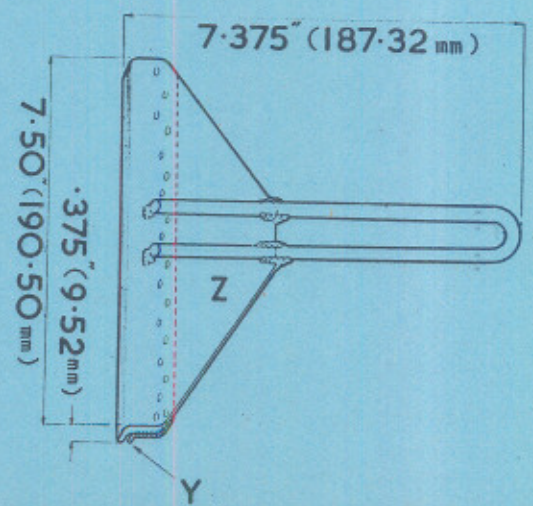
INADEQUATE DEMISTING

SEVEN

In cases where demisting is unsatisfactory, the following operation is recommended to enable air to be directed over a larger area of the windscreen:

1. Make up a tool of mild steel, using 10 S.W.G. (3.25 mm.) for 'Z' and 13 S.W.G. (2.33 mm.) for jaw 'Y' which is welded to 'Z' as shown. Take care to round and smooth all edges.
2. Position jaws of tool over the demister shield in position 'A'.
3. Press down on handle of tool to position 'B', i.e., approximately in line with steering wheel rim.





P.T.O.

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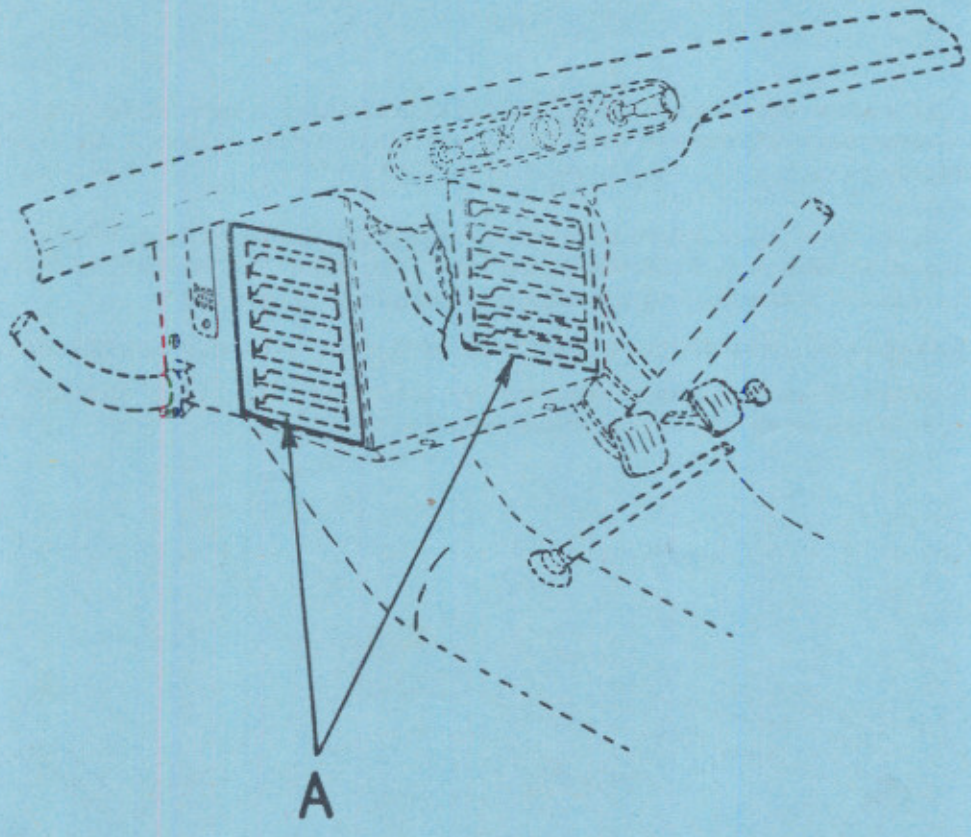
Demisting of the windscreen can be further improved if the heater louvres'A' are blanked with 4" x 2" (say, 100 x 50 mm.) black water-proof adhesive tape.



It is essential to press the tape firmly against the metal vanes to avoid the possibility of air pressure dislodging it.

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JACKING POINTS

SEVEN

Attention is drawn to the danger of the side jacking sockets of these cars being partially blocked with sealing compound or foreign matter.

If the lifting arm of the jack is thereby prevented from being fully inserted, there is a possibility of the socket being distorted and the jack slipping.

Present production is being thoroughly checked in this respect but the jacking points of cars already in service should be examined as a routine precaution.

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