

Distributor & Dealer
Organization

No. A /187

Fleet Users

No.

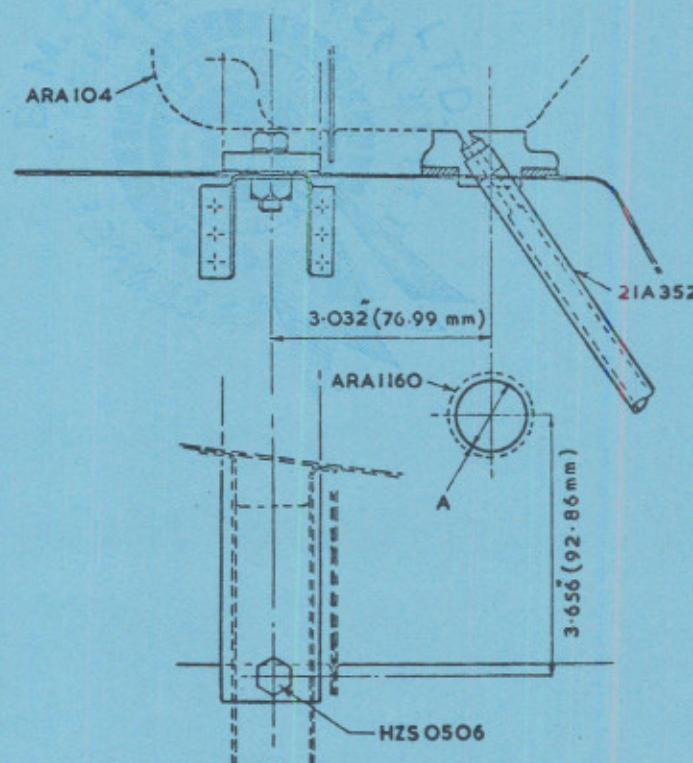
26 January 1960

PETROL TANK

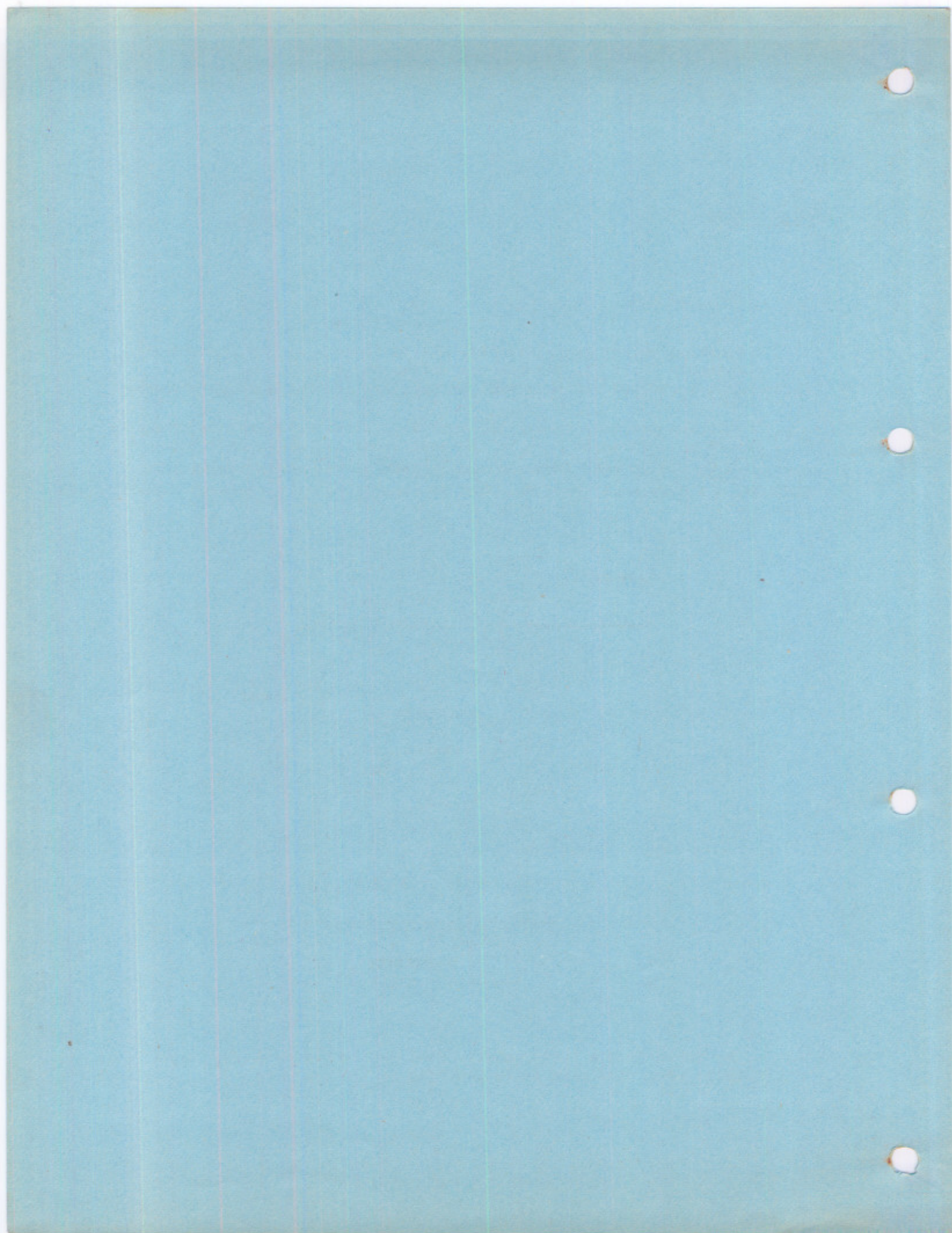
SEVEN

A modified petrol tank, Part No. ARA104, incorporating a drain plug & tube assembly, Part No. 21A352, was introduced at Body No. 10906 (plus 10811 to 10900) and this must be used for all service replacements.

To fit the new tank to earlier cars it will be necessary to provide a $1 \frac{1}{16}$ (26.99 mm.) diameter hole in the boot floor (as shown at 'A' in sketch) $3 \frac{1}{32}$ (76.99 mm.) from the centre line of the strap fixing bolt HZS0506. A dust seal, Part No. ARA1160, should be fitted around this hole.



N.B. The drain plug & tube assembly must not be fitted to the tank until after the tank is in position in the vehicle.





PETROL TANK - WATER ENTRY

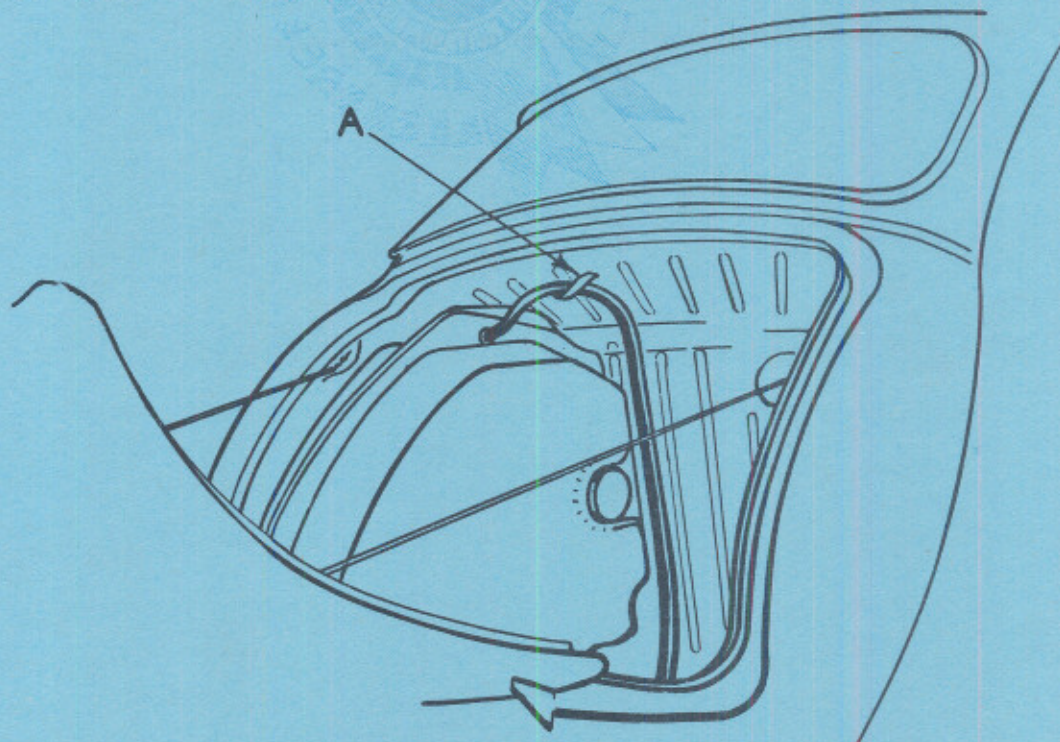
'SEVEN'

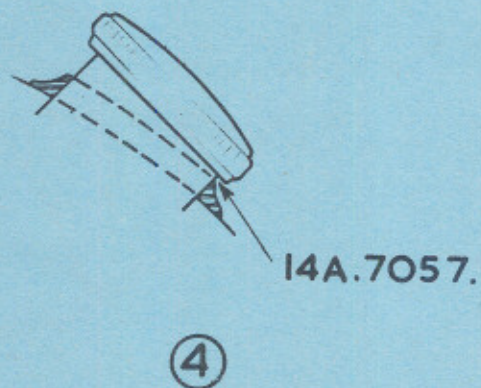
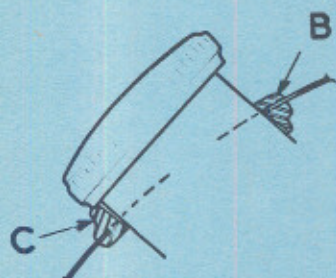
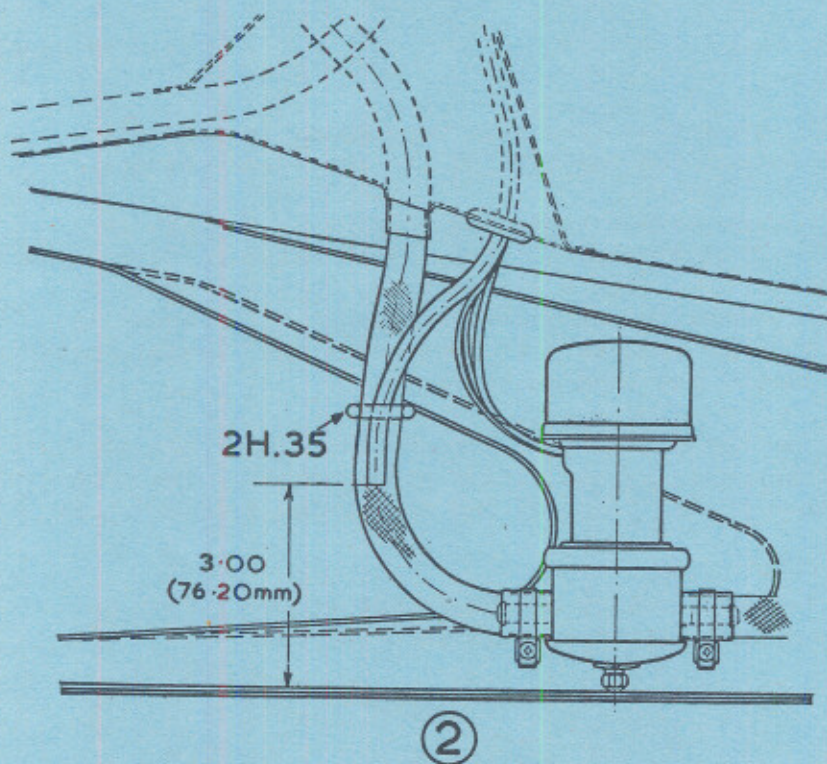
This may be due to the petrol tank vent pipe being incorrectly positioned and drawing water from the base of the sub-frame channel.

The vent pipe should be re-positioned by looping it as high as possible in the boot, utilising clip 'A' (Fig. 1) if fitted. Secure end of pipe to flexible petrol pipe with a rubber ring, Part No. 2H35, approximately 3" (76 mm.) from the base of the sub-frame (as shown in Fig. 2 overleaf). It will be necessary to disconnect the flexible petrol pipe from the pump to thread the ring on to it.

Water may also enter the petrol tank through the filler cap if it is prevented from seating properly by the filler pipe grommet. The grommet should be fitted as shown at 'B' (Fig. 3) and not upside down as shown at 'C'.

Fig. 4 shows the correct fitting of the latest grommet, Part No. 14A7057, introduced to prevent water leakage into the boot.





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29 January 1960

CARBURETTER PISTON ROD -

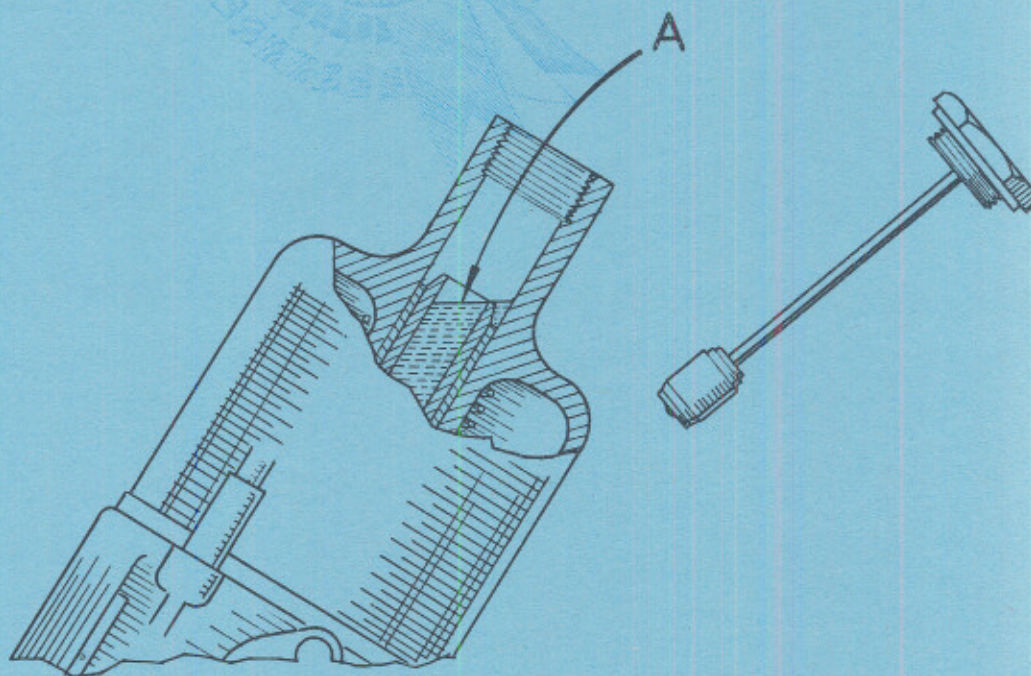
PREVENTION OF CORROSION AND STICKING

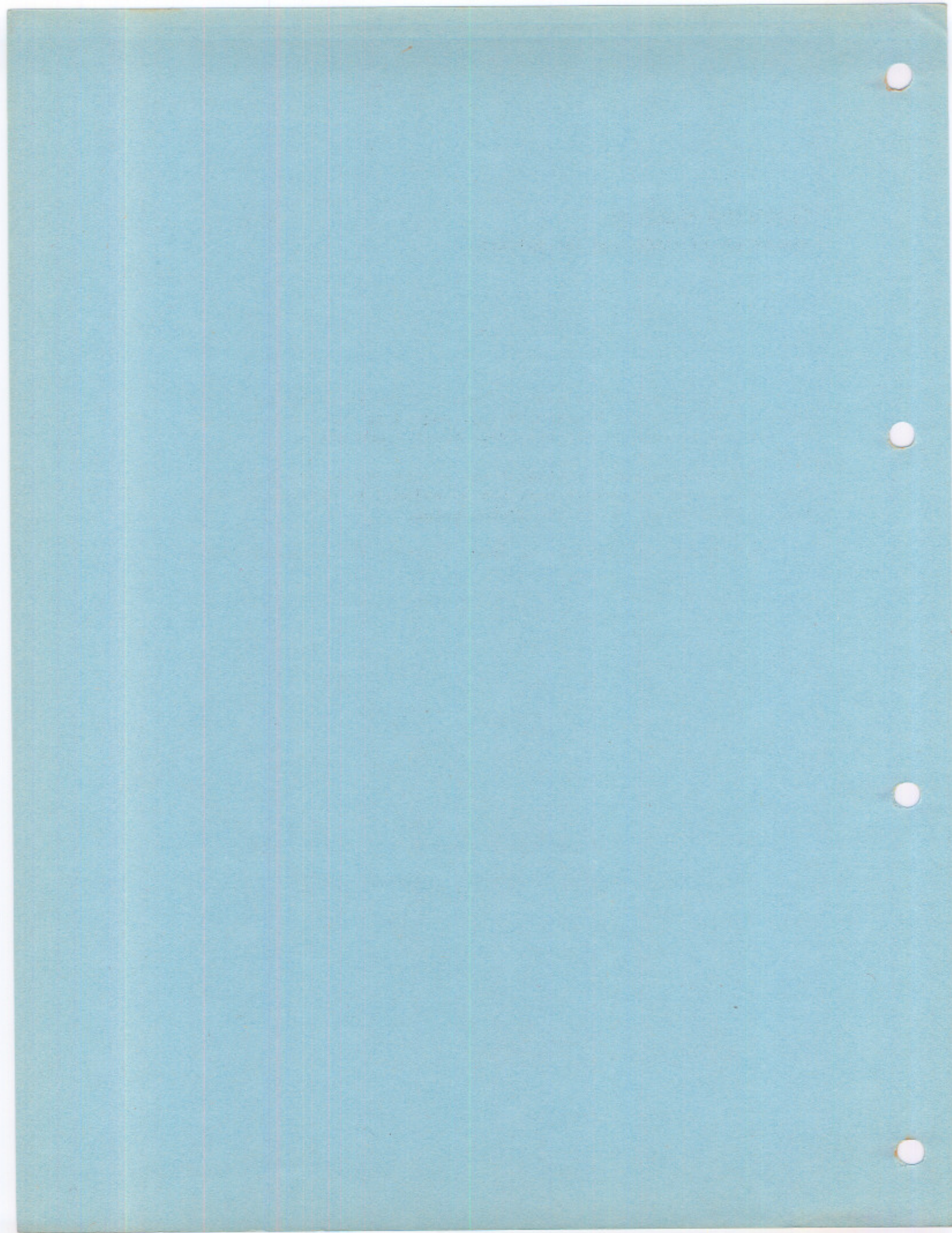
SEVEN

Particular attention must be drawn to the instructions in the Driver's Handbook and Workshop Manual regarding the topping-up of the carburetter damper oil reservoir every 1,000 miles.

If corrosion and sticking of the rod are to be avoided, the oil level in the reservoir must not be allowed to fall below the level indicated at 'A' in the sketch below.

Only S.A.E. 20 oil must be used, whatever the climatic conditions.





STIFF GEAR CHANGE

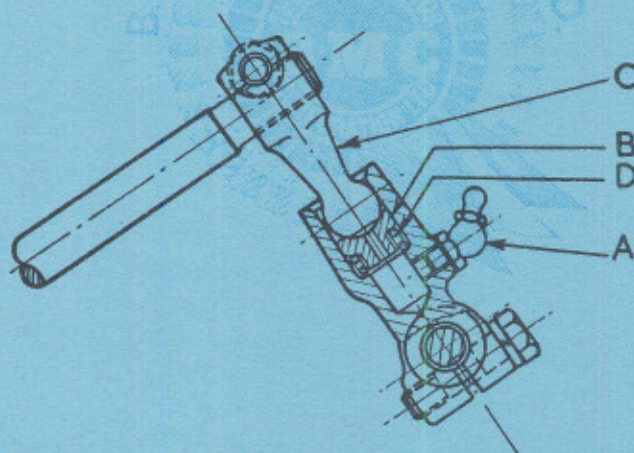
SEVEN

This may be caused by over-lubrication of remote control shaft lever grease nipple 'A', which would result in grease being packed behind thrust button 'B', thus putting considerable end-thrust on lever 'C'.

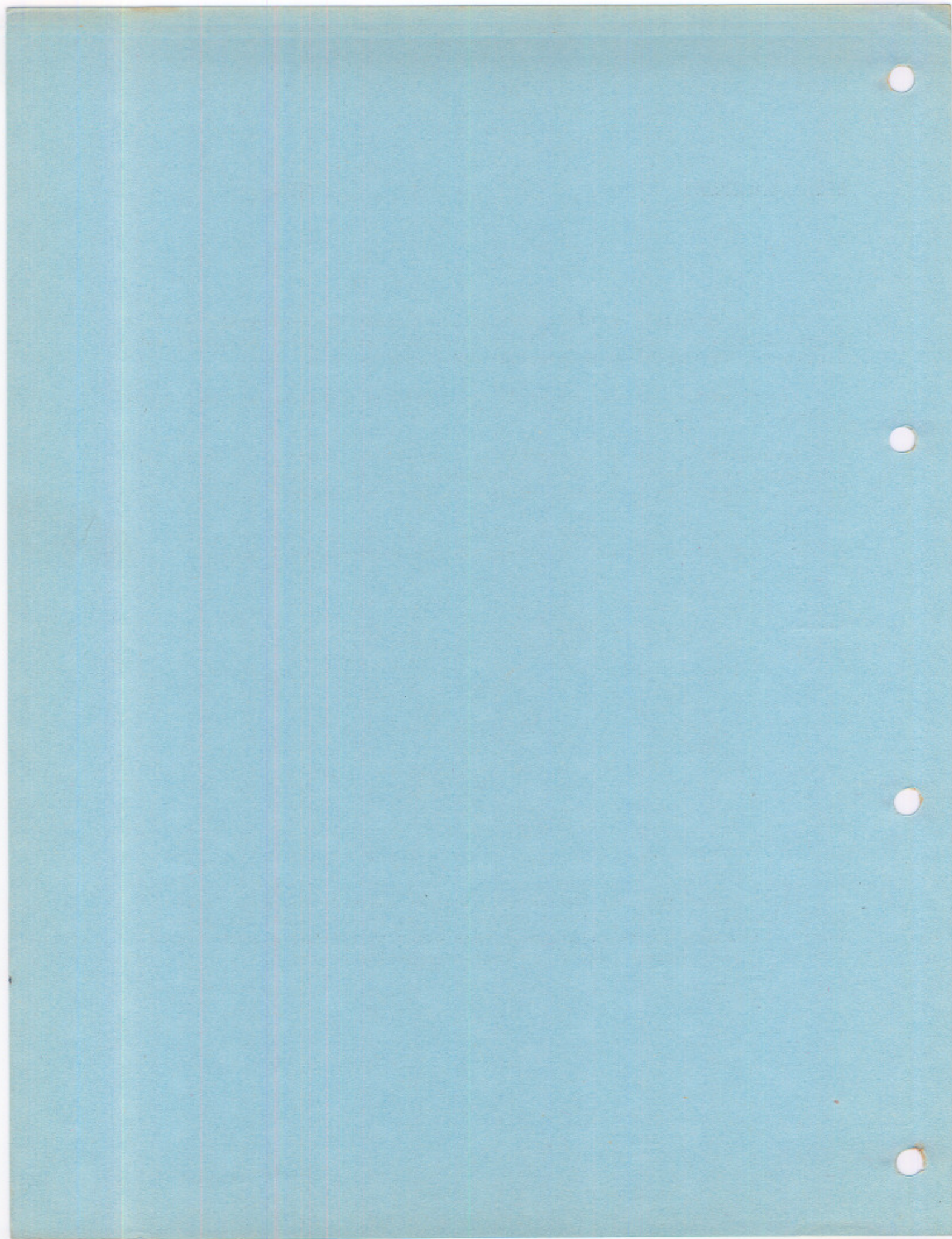
Thrust button 'B' and spring 'D' were deleted at Engine No. 8A-U-H6612 to prevent this possibility.

As removal of the thrust button is a considerable operation involving taking out the power unit, it is recommended that the grease nipple 'A' be removed from cars in service to prevent pressure lubrication at this point.

Attention at major overhaul periods is all that is necessary; the Workshop Manual and Driver's Handbook will be amended accordingly.



Stiffness in the gear change may also be caused by the gear lever being clamped on to its seat too tightly by the pressed steel retaining cover. Clearance may be obtained at this point by fitting a joint washer, Part No. 22A133, between the cover and transmission casing.



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5 February 1960

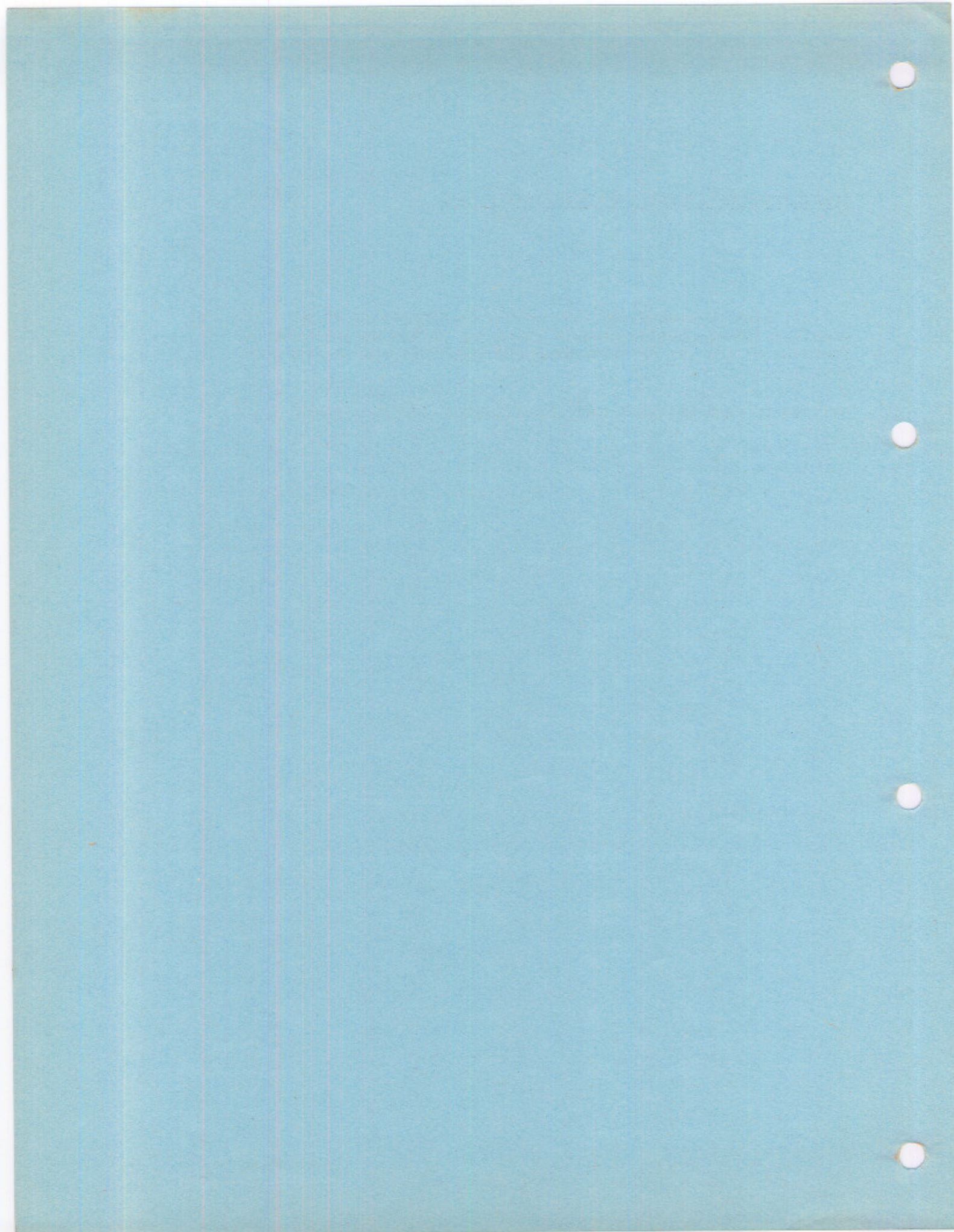
LUBRICATION OF ENGINE AND TRANSMISSION UNIT

SEVEN

It must be emphasised that only oils comparable in every way with the recommended lubricants appearing in the Workshop Manual (Section P) and the Driver's Handbook (page 60) may be used with this model.

IN NO CIRCUMSTANCES SHOULD MULTIGRADE OILS BE EMPLOYED.





REAR SHOCK-ABSORBER

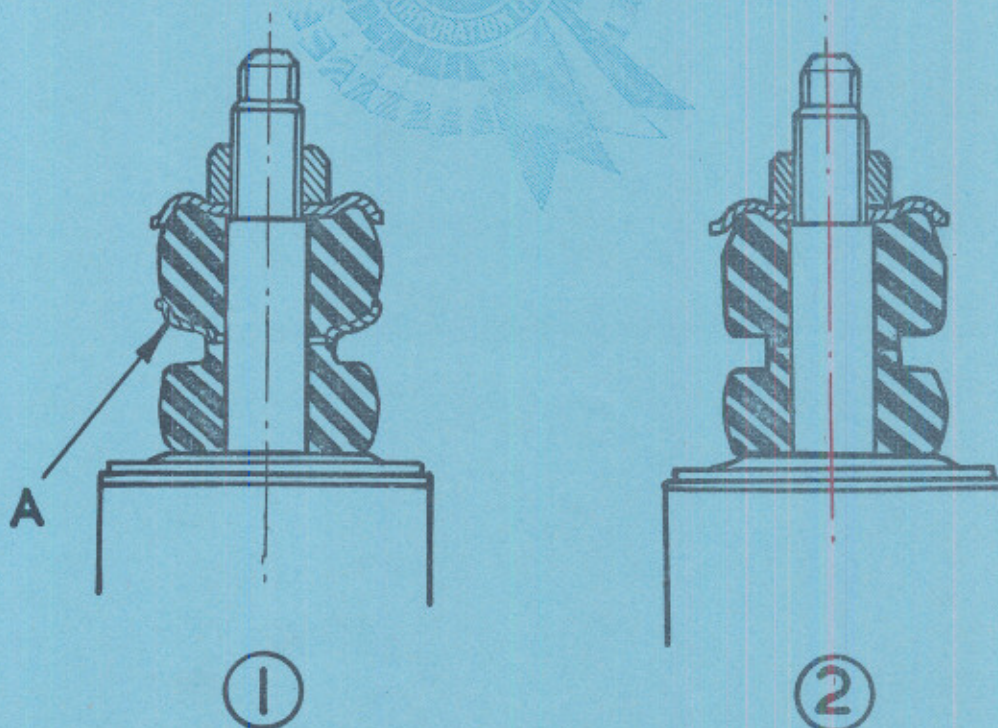
'SEVEN'

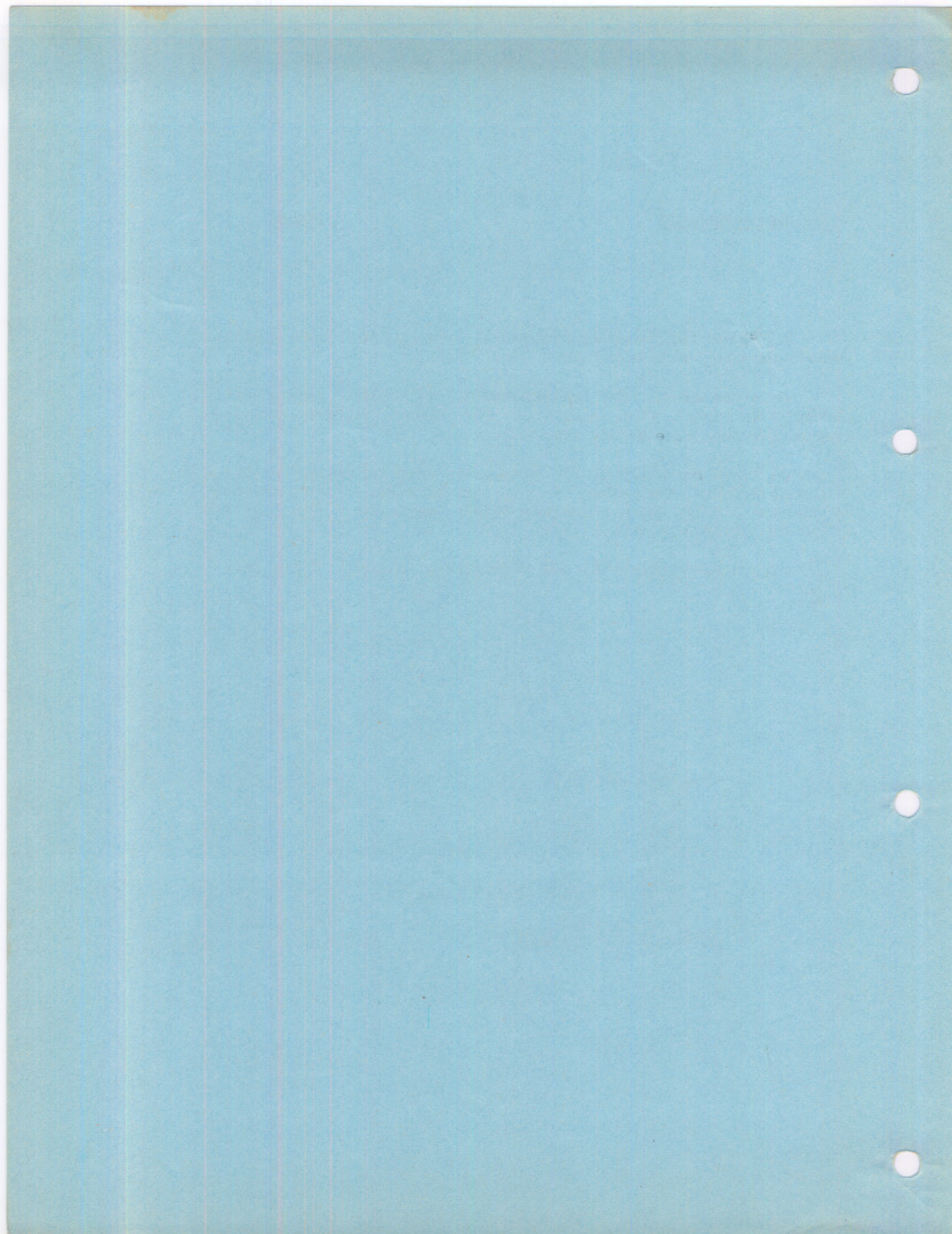
A revised top mounting rubber has been introduced for the rear shock-absorber of this model.

Only the latest type top rubber, Part No. 27H1865 (Armstrong), 17H4733 (Girling), will be supplied for service, although shock-absorber assemblies may have either type fitted.

If it is necessary to fit the latest type top rubber in place of the old pattern, the washer 'A' will not be required and should be discarded. Both shock-absorbers should, preferably, have the same type top rubber fitted.

Fig. 1 below shows the old arrangement, and Fig. 2 the new.





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Fleet Users

No.

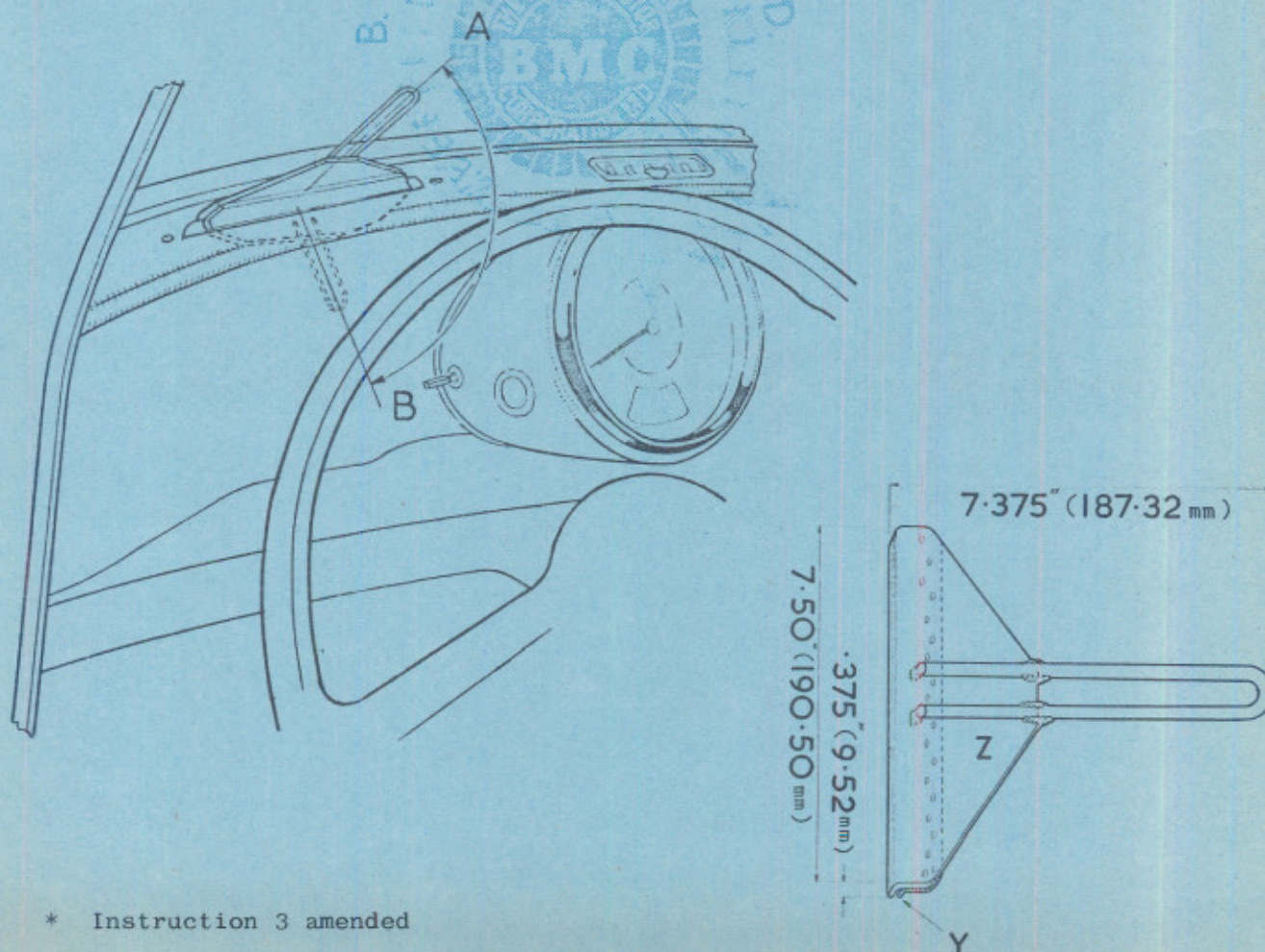
17 March 1960

INADEQUATE DEMISTING

SEVEN

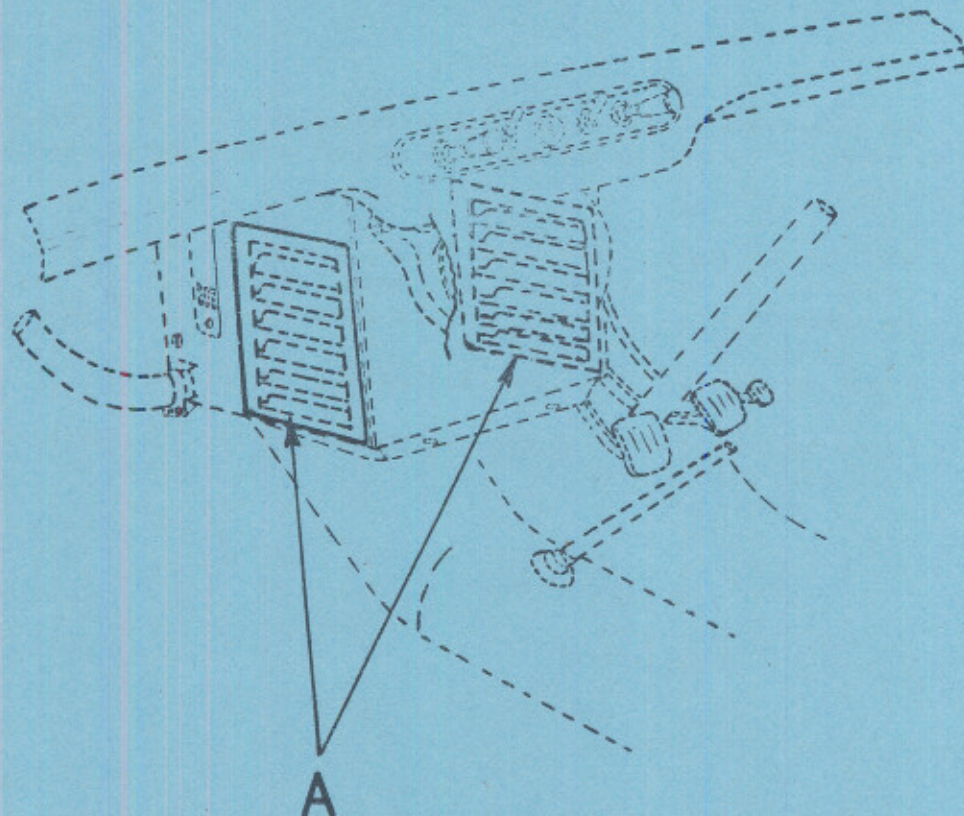
In cases where demisting is unsatisfactory, the following operation is recommended to enable air to be directed over a larger area of the windscreen:

1. Make up the tool illustrated below, using 10 S.W.G. (3.25 mm.) mild steel for 'Z' and 13 S.W.G. (2.33 mm.) mild steel 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 as at 'A'.
3. Press down on handle of tool to position 'B', i.e. until contact is just made with fascia.

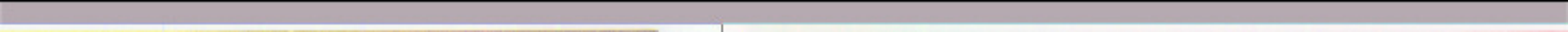


* Instruction 3 amended

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 waterproof 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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31 March 1960

FITTING STIFFENING BRACKET

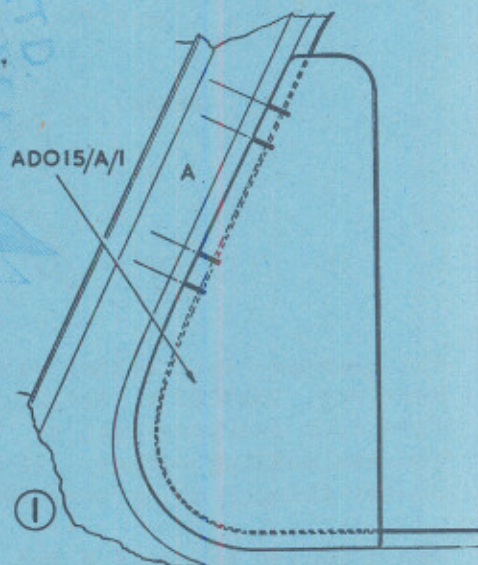
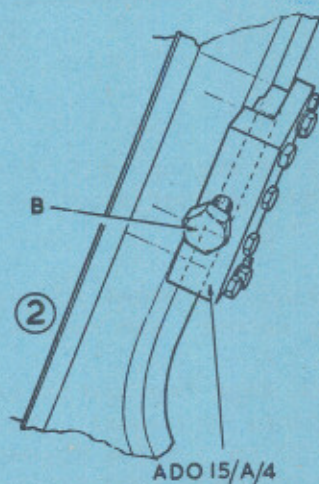
TO HINGED QUARTER-LIGHT CATCH ASSEMBLY

SEVEN

(DE-LUXE only)

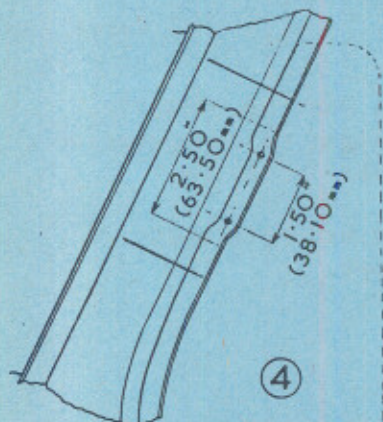
Commencing at Body No. 4046, an additional bracket, Part No. 14A7775, was introduced to improve the stability of the quarter-light catch operation. All bodies prior to this number should be modified as detailed below:

- (1) Remove the two screws securing hinged quarter-light catch to body panel, and fold back quarter-light against front door.
- (2) Remove quarter-light rubber seal.
- (3) Bend back trim towards back-light (great care must be taken not to crease material). This will reveal existing catch bracket, which need not be disturbed.
- (4) Position template ADO.15/A/1 on panel 'A' as shown in Fig.1; then with a pencil continue lines from slots in template on to outside of panel.

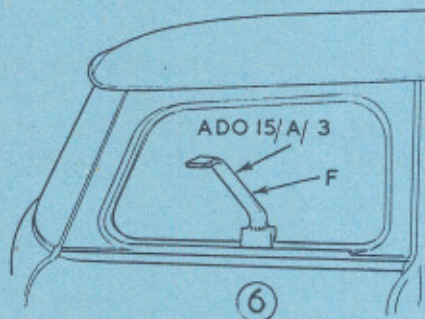
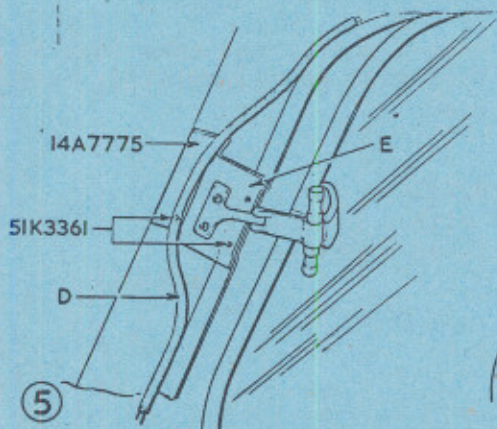
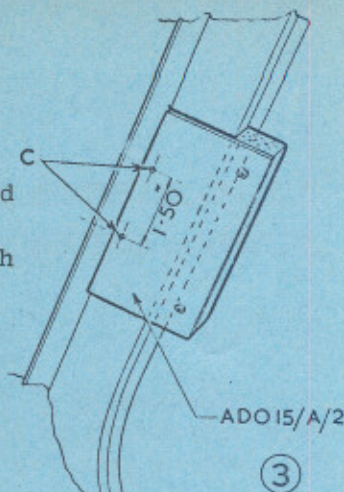


- (5) Line up tool ADO.15/A/4 with the two pencil marks, as in Fig. 2, then screw in bolt 'B' to produce an indent on flange. Remove tool.

- (6) Place drill jig ADO.15/A/2 in position, as shown in Fig. 3, and mark panel with a pencil through holes.
- (7) Position bracket, Part No. 14A7775, on indent produced by operation 5. Secure front end of bracket with a 'G' clamp and drill two .125" (3.17 mm.) holes through flange and bracket (Fig. 4).



Fit "pop" rivets, Part No. 51K3361. Slightly set 'G' clamp so that bracket (rear end) touches inside of panel, ensuring that the main body harness 'D' is positioned as shown in Fig. 5. Drill the two rear .125" (3.17 mm.) holes 'C', Fig. 3, (previously marked during operation 6). Fit "pop" rivets, remove 'G' clamp and finally peen "pop" rivet heads from inside ('E', Fig. 5).



- (8) Fit quarter-light rubber seal, Part Nos. 14A7326 & 14A7327, fold back quarter-light to "shut" position, ensuring that frame touches sealing rubber. If necessary, remove rubber seal and re-set flange, using tool ADO.15/A/3 ('F' Fig. 6).
- (9) Apply Dunlop adhesive S.758, Part No. 97H2152, to panel flange, renew (if necessary) quarter-light sealing rubber, and re-position trim.
- (10) With quarter-light in "shut" position, check that top and bottom clearances between window frame and body panel are equal. Move catch to "shut" position and drill two .109" (2.77 mm.) holes through catch, trim and bracket, TAKING CARE NOT TO DRILL THROUGH BODY PANEL. Fit catch retaining screws.

N.B. Orders for the tools mentioned may be placed on B.M.C. Service Ltd, but it is essential that Distributors do not include these items with their normal stock orders.



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No. AF / 97

3 May 1960

AIR CLEANER PAPER ELEMENTS

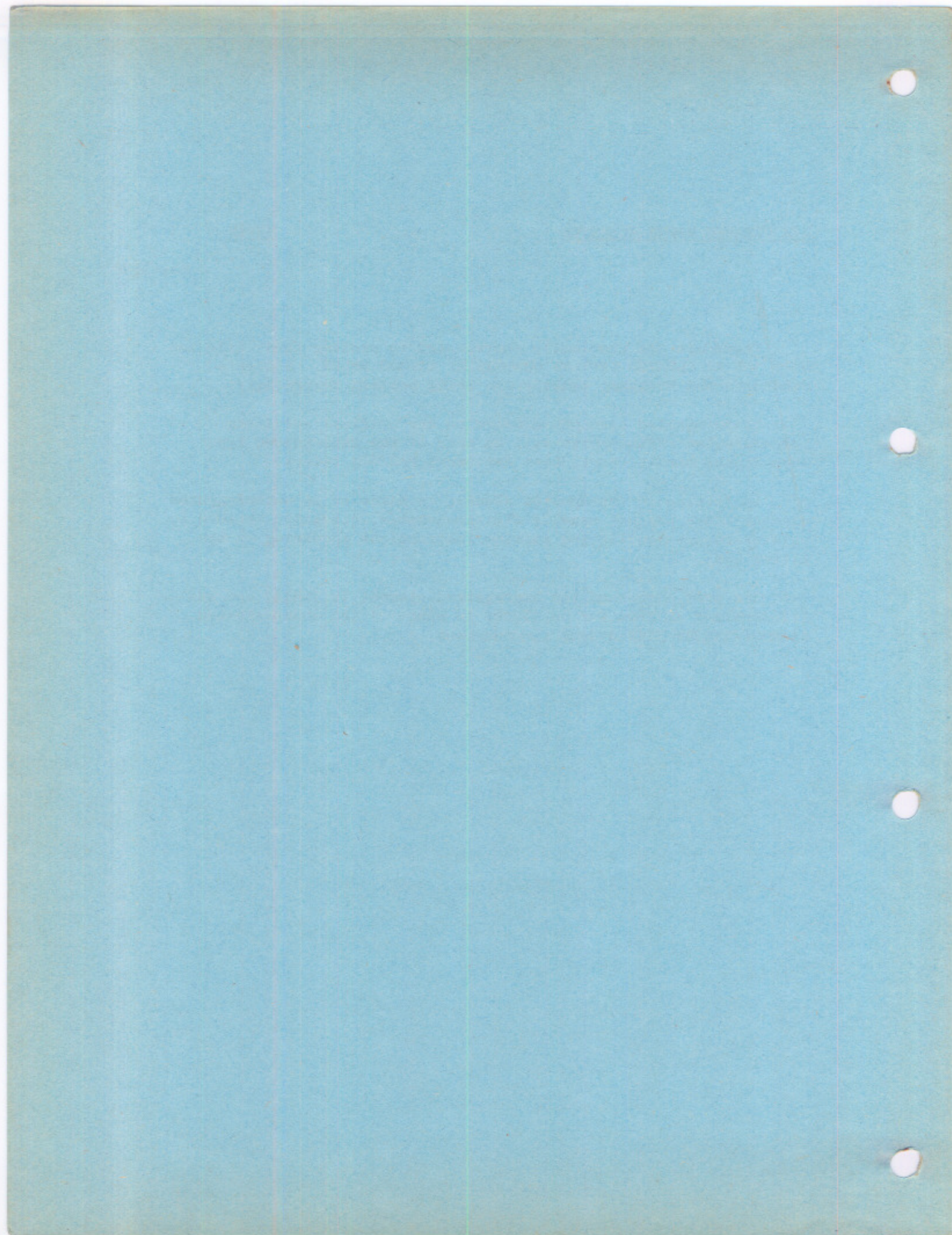
SEVEN

These are now chemically impregnated to prolong their life and MUST NOT BE CLEANED BETWEEN CHANGES AT 12,000 MILES. Driver's Handbooks and Workshop Manuals are being revised accordingly.

Unimpregnated elements conform to the original servicing procedure but replacements will be only of the impregnated type when stocks permit (Parts List Amendment PAU/905 refers).

In fitting an impregnated element in place of an unimpregnated element (they are not readily distinguishable, visually) be sure to obliterate any conflicting service instructions appearing on the filter body.

The part number of the impregnated element is 13H447 and was standardised as from Car No. 13398 in place of the unimpregnated element 13H298 fitted from commencement.

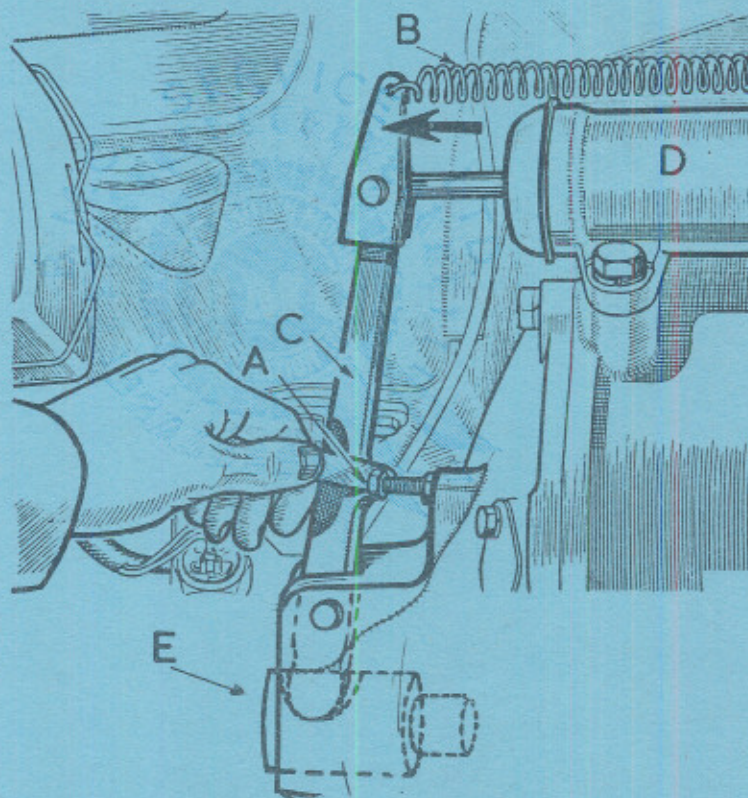


IMPORTANCE OF CORRECT CLUTCH OPERATION

SEVEN

It is of the utmost importance that the clutch withdrawal mechanism does not permit overthrow.

The design calls for only sufficient throw to free the driven plate and the requisite amount is regulated by the adjustable stop 'A'. The clearance here is normally .060" (1.52 mm.) - this is the MINIMUM permissible - but it may be increased to a MAXIMUM of .075" (1.91 mm.) as described later.



There are, however, two factors which may bring about overthrow and these have nothing to do with the adjustment at 'A':

- (1) Stiffness in the operating mechanism, resulting in failure of spring 'B' (Part No. 22A5) to return lever 'C' to stop 'A'. (This means in effect that the clearance given at 'A' will be ADDED to the travel of the piston in slave cylinder 'D' on the subsequent operation of the clutch and overthrow will consequently take place)
- (2) Clutch pressure springs, Part No. 22A6, not to specification, with the result that they become coil-bound in normal clutch operation.

To counteract (1), a stronger spring, Part No. 1G5999, is now fitted in production and, as regards (2), a must closer inspection has been imposed.

The possible results of clutch overthrow can be serious, since the crankshaft thrust washers will have to contend with loads many times in excess of those for which they were designed. The washers might, in fact, disintegrate and drop down into the transmission; at best they would wear excessively.

ALL CARS SHOULD HAVE THE CLUTCH OPERATION CHECKED AS A ROUTINE PRECAUTION, as follows:

(a) Warm up engine and allow to tick over at a speed not exceeding 500 r.m.p. Depress clutch pedal and release normally, repeating these operations three or four times without pause. If engine slows down appreciably or ultimately stalls, change spring 'B' for Part No. 1G5999 and repeat test.

(b) If the slowing-down and stalling still occur, the clutch pressure springs are suspect, as in (2) overleaf, and the effect of increasing the clearance at 'A' to the MAXIMUM of .075" (1.91mm.) should be tried.

(c) Should this prove of no avail, it will be necessary to fit a new set of clutch springs (see Note (i) below).

Overthrow due to stiffness - (1) overleaf - will almost certainly be overcome by the substitution of the stronger spring 1G5999. At the same time, any obvious causes of stiffness - e.g., a partial seizure of the throw-out plunger at 'E' or stickiness at this point due to an excess of paint, should naturally be dealt with.

Future production will have a modified slave cylinder piston cup, Part No. 17H7868. This provides much less frictional resistance than the present cup, Part No. 7H7923, which it will supersede for all service replacements. A limited quantity of the new cup is already available and stocks may be ordered in the normal way.

Note (i) Existing stocks of clutch pressure springs, Part No. 22A6, must be **SCRAPPED** and replaced with new ones which are known to be to specification. These have a dab of blue paint as a means of identification.

Adopt the normal Warranty procedure in this connection, U.K. Distributors returning their stocks under Appendix 'A' and ex-U.K. Distributors certifying their stocks as **SCRAPPED** on the relevant Claim Form.

Note (ii) Spring 1G5999 already has a wide application in B.M.C. and is standard on the A.35, the A.55 Cambridge Mark II and many other models.



Distributor & Dealer
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17 May 1960

ADDITIONAL WEATHER-PROOFING PRECAUTIONS

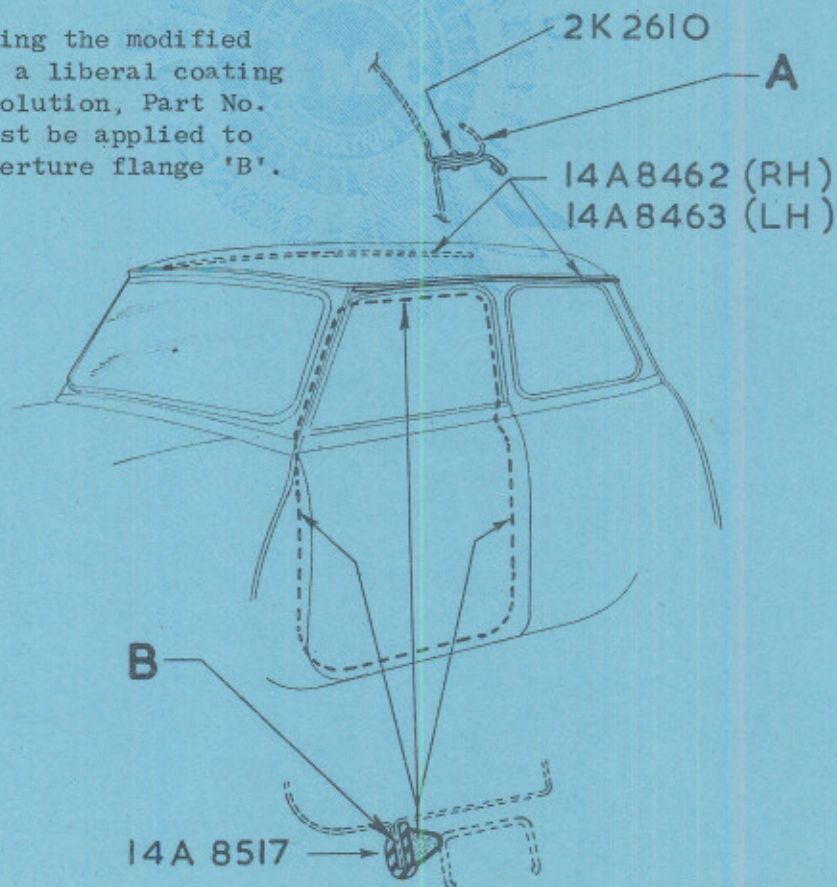
SEVEN

Under exceptionally wet conditions, the following parts (now available from B.M.C. Service Ltd.) should be fitted as extra to those specified in Service Journal A/165:

<u>Description</u>	<u>Part No.</u>
Drip moulding (additional) R/H	14A8462
" " (") L/H	14A8463
Door seal (modified)	14A8517
Deflection plate	14A9513

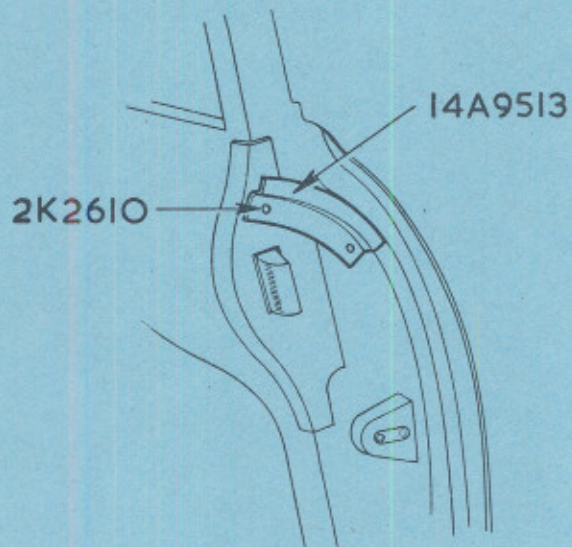
The drip mouldings are fitted below the existing moulding 'A' and are secured with "Pop" rivets, Part No. 2K2610 (10 each side). "G" clamps will facilitate drilling/riveting operations.

Before fitting the modified door seals, a liberal coating of rubber solution, Part No. 97H2556, must be applied to the door aperture flange 'B'.



The deflection plate is located by "Pop" rivets (2 off), Part No. 2K2610, and is positioned as shown below.

"Glastikon" caulking compound, Part No. 94938, must be applied under the plate, prior to fitting.





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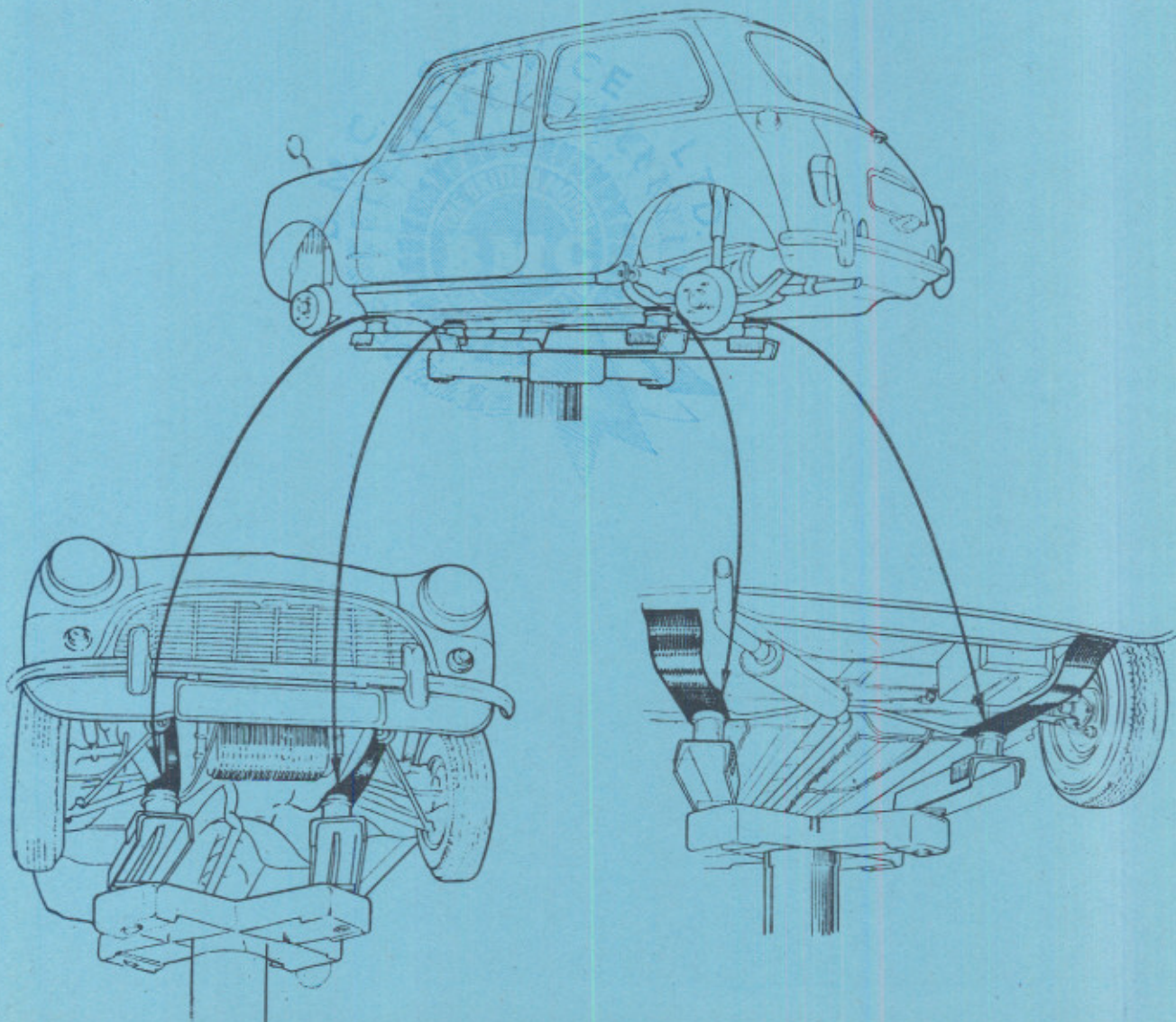
25 May 1960

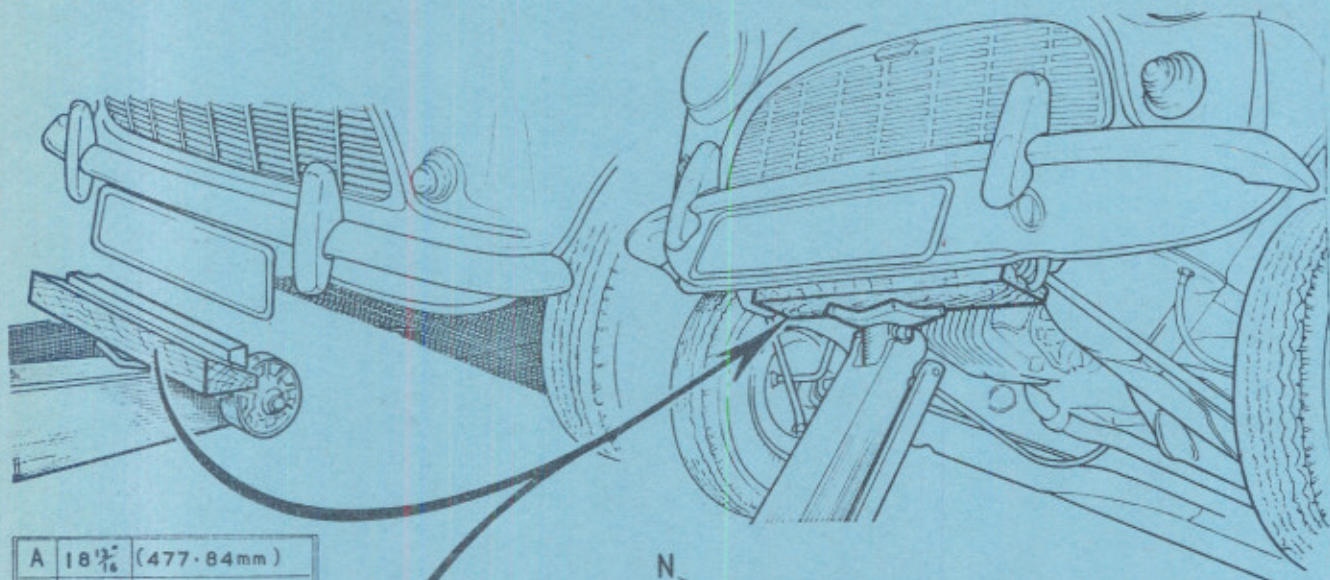
JACKING POINTS

SEVEN

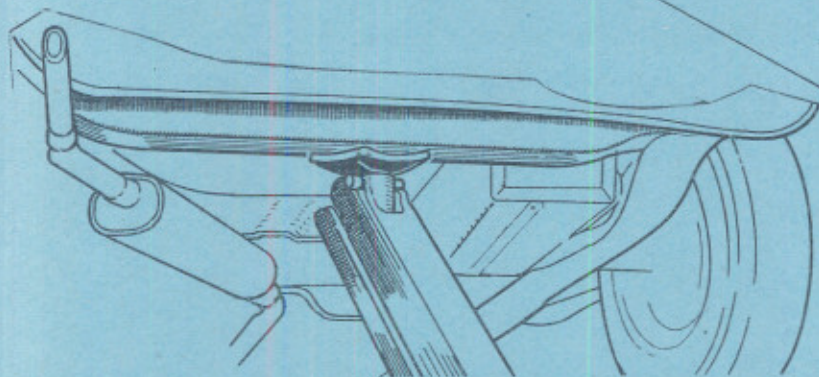
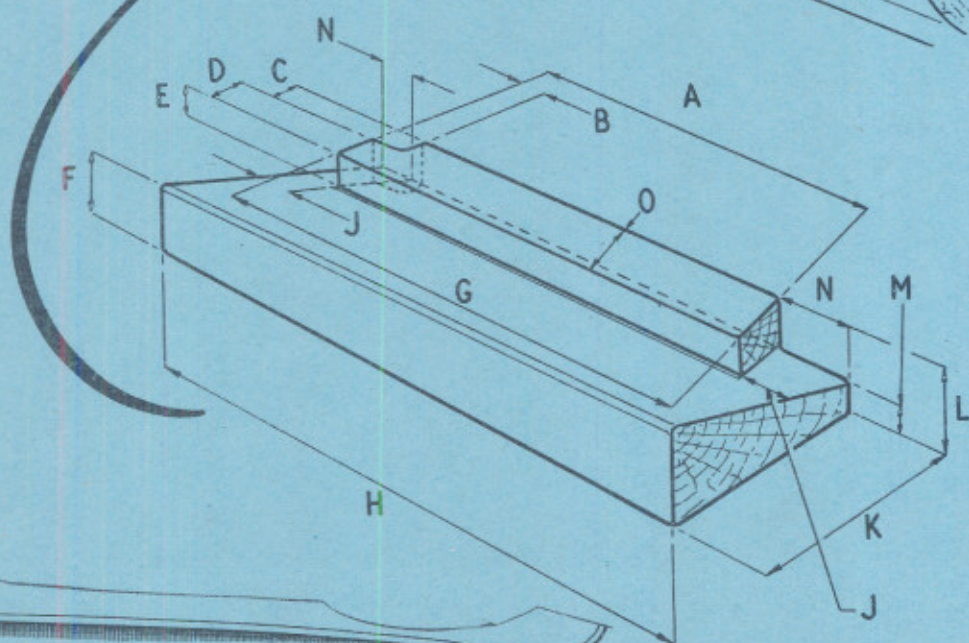
Incorrect jacking may lead to distortion of the floor panels and possible failure of the floor weather-sealing.

The illustrations show the proper application of normal garage jacking equipment.





A	18 $\frac{1}{2}$ "	(477.84mm)
B	1 $\frac{1}{2}$ "	(38.10mm)
C	$\frac{3}{8}$ "	(19.05mm)
D	$\frac{3}{8}$ "	(19.05mm)
E	$\frac{3}{8}$ "	(22.22mm)
F	2 $\frac{3}{8}$ "	(58.74mm)
G	19 $\frac{3}{8}$ "	(487.36mm)
H	21 $\frac{3}{8}$ "	(538.16mm)
J	1"	(25.40mm)
K	4"	(101.60mm)
L	2 $\frac{3}{8}$ "	(58.74mm)
M	$\frac{3}{8}$ "	(15.87mm)
N	1 $\frac{3}{8}$ "	(30.16mm)
O	1 $\frac{5}{8}$ "	(41.27mm)



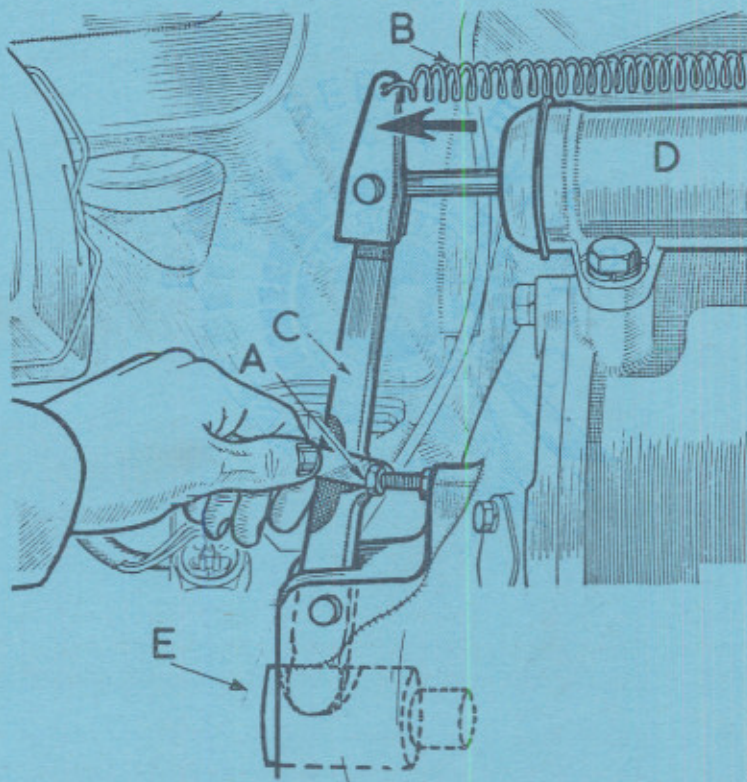


IMPORTANCE OF CORRECT CLUTCH OPERATION

SEVEN

It is of the utmost importance that the clutch withdrawal mechanism does not permit overthrow.

The design calls for only sufficient throw to free the driven plate and the requisite amount is regulated by the adjustable stop 'A'. The clearance here is normally .060" (1.52 mm.) - this is the MINIMUM permissible - but it may be increased to a MAXIMUM of .075" (1.91 mm.) as described later.



There are, however, two factors which may bring about overthrow and these have nothing to do with the adjustment at 'A':

- (1) Stiffness in the operating mechanism, resulting in failure of spring 'B' (Part No. 22A5) to return lever 'C' to stop 'A'. (This means in effect that the clearance given at 'A' will be ADDED to the travel of the piston in slave cylinder 'D' on the subsequent operation of the clutch and overthrow will consequently take place);
- (2) Clutch pressure springs, Part No. 22A6, not to specification, with the result that they become coil-bound in normal clutch operation.

To counteract (1), a stronger spring, Part No. 1G5999, is now fitted in production and, as regards (2), a much closer inspection has been imposed.

* Identification of springs changed from blue to yellow.

The possible results of clutch overthrow can be serious, since the crankshaft thrust washers will have to contend with loads many times in excess of those for which they were designed. The washers might, in fact, disintegrate and drop down into the transmission; at best they would wear excessively.

ALL CARS SHOULD HAVE THE CLUTCH OPERATION CHECKED AS A ROUTINE PRECAUTION, as follows:

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(b) If the slowing-down and stalling still occur, the clutch pressure springs are suspect, as in (2) overleaf, and the effect of increasing the clearance at 'A' to the MAXIMUM of .075" (1.91 mm.) should be tried.

(c) Should this prove of no avail, it will be necessary to fit a new set of clutch springs (See Note (i) below).

Overthrow due to stiffness - (1) overleaf --will almost certainly be overcome by the substitution of the stronger spring 1G5999. At the same time, any obvious causes of stiffness --e.g., a partial seizure of the throw-out plunger at 'E' or stickiness at this point due to an excess of paint, should naturally be dealt with.

Future production will have a modified slave cylinder piston cup, Part No. 17H7868. This provides much less frictional resistance than the present cup, Part No. 7H7923, which it will supersede for all service replacements. A limited quantity of the new cup is already available and stocks may be ordered in the normal way.

Note (i) Existing stocks of clutch pressure springs, Part No. 22A6, must be SCRAPPED and replaced with new ones which are known to be to specification. These have a dab of yellow paint as a means of identification.

Adopt the normal Warranty procedure in this connection, U.K. Distributors returning their stocks under Appendix 'A' and ex-U.K. Distributors certifying their stocks as SCRAPPED on the relevant Claim Form.

Note (ii) Spring 1G5999 already has a wide application in B.M.C. and is standard on the A.35, the A.55 Cambridge Mark II and many other models.

Distributor & Dealer
Organization

No. A / 246

Fleet Users

No.

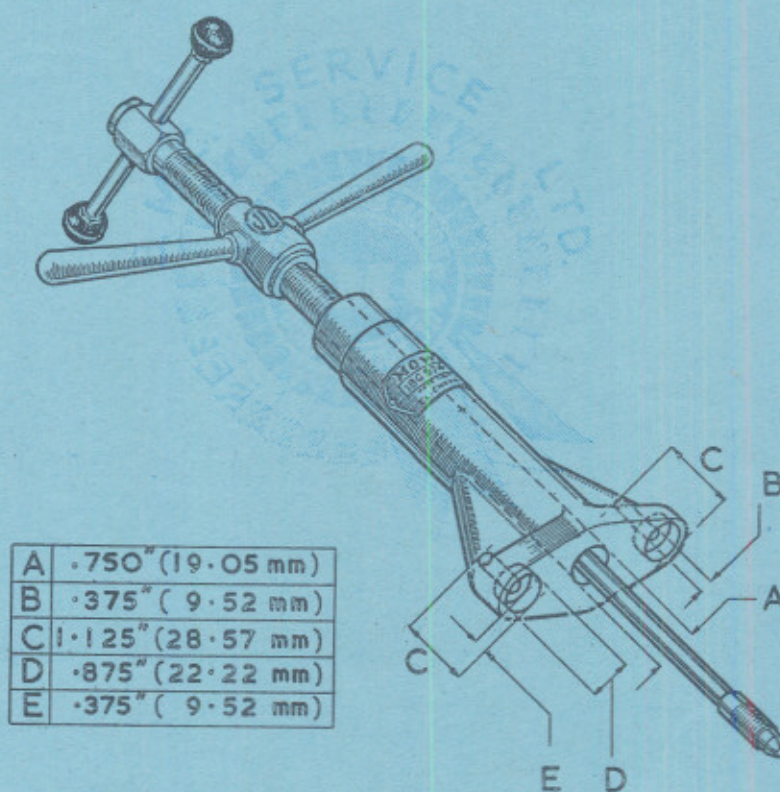
1 July 1960

SUSPENSION RUBBER SPRING COMPRESSOR

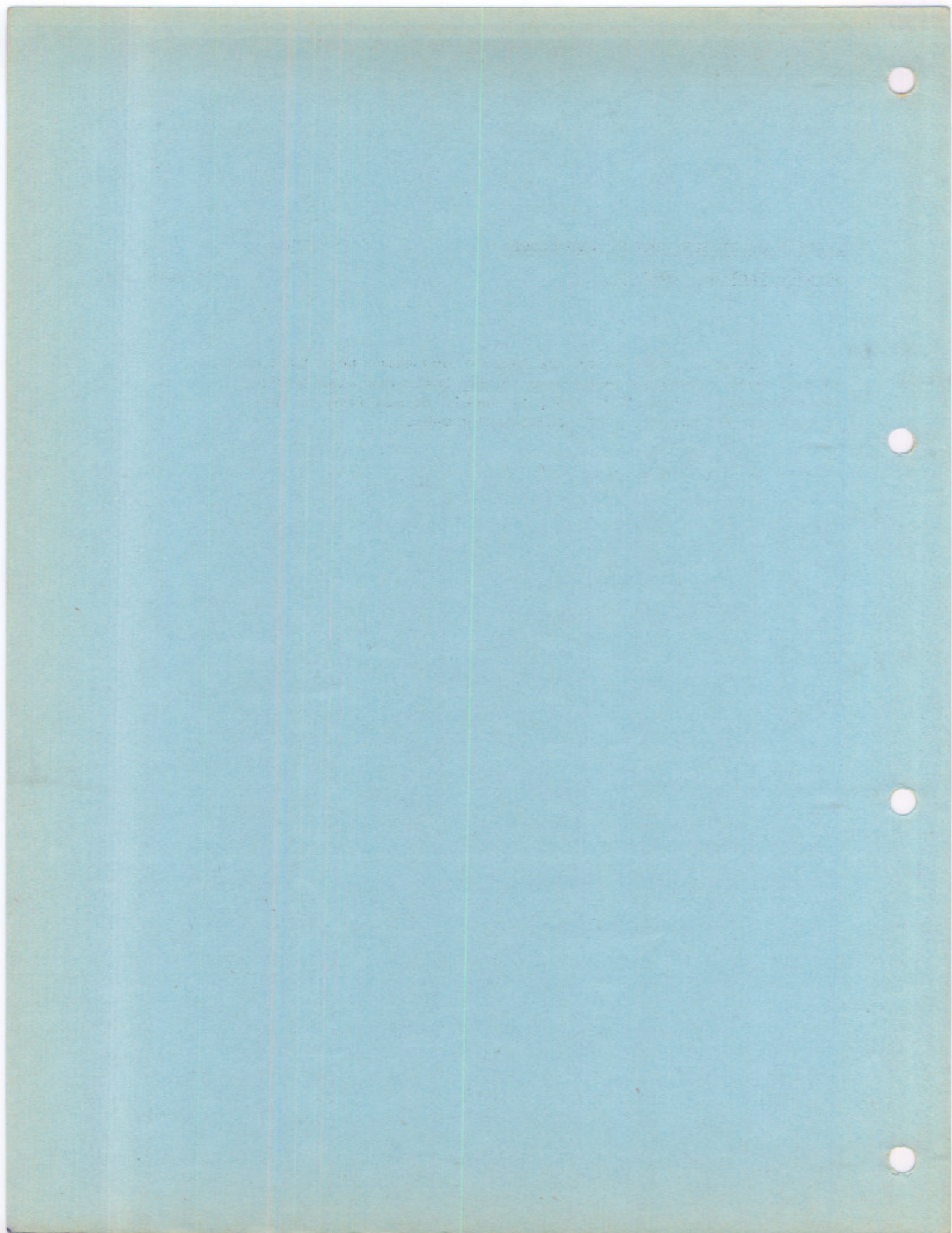
SEVEN

Service Tool No. 18G574

In order to provide for the alterations which have been made to the front sub-frame tower body fixing bolts and also improve the operation of the above tool, it should be modified to the dimensions indicated in the accompanying table.



A	.750" (19.05 mm)
B	.375" (9.52 mm)
C	1.125" (28.57 mm)
D	.875" (22.22 mm)
E	.375" (9.52 mm)

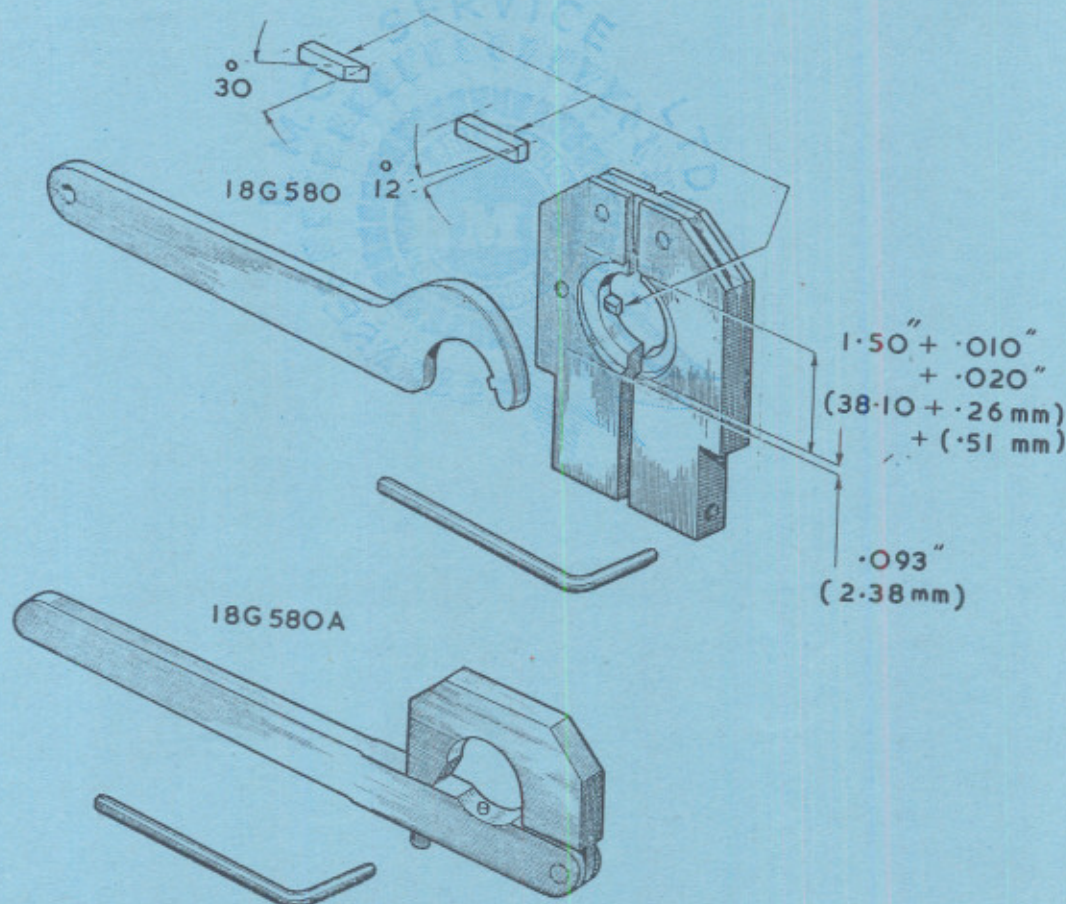


STEERING RACK BALL JOINT SPANNER & CLAMP

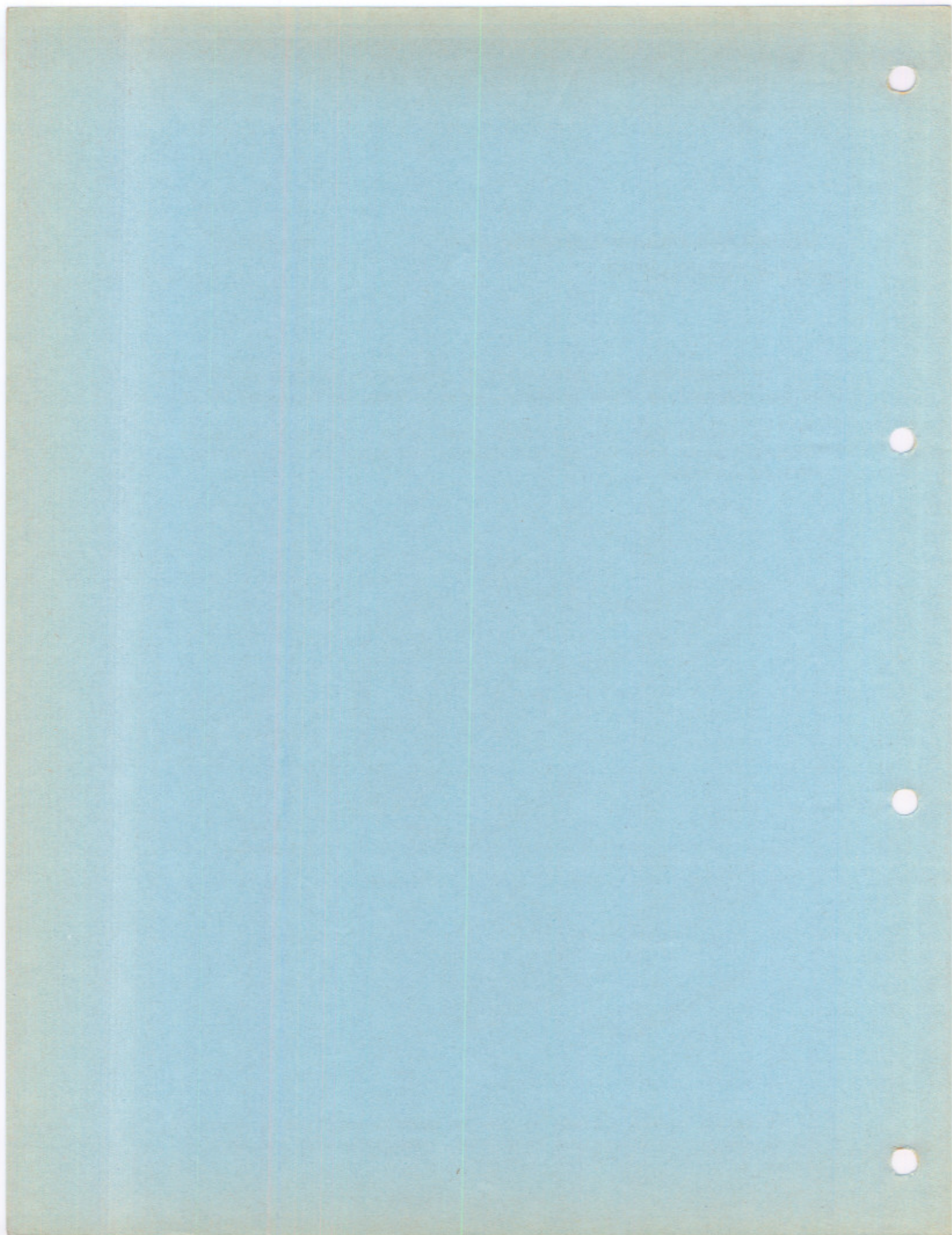
Service Tool No. 18G580

To accommodate all three types of ball joint in Service the clamp is now recessed as shown in sketch below. There is no change in Part No.

In dealing with the two later types of ball joint, this recess is essential as is also the new pin spanner and clamp key illustrated, Part No. 18G580A.



Original clamps already in Service must be modified by machining the recess to the dimensions indicated, concentric with the bore.





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No.

6 July 1960

REAR TELESCOPIC SHOCK ABSORBER CONVERSION

SEVEN
SEVEN-VAN

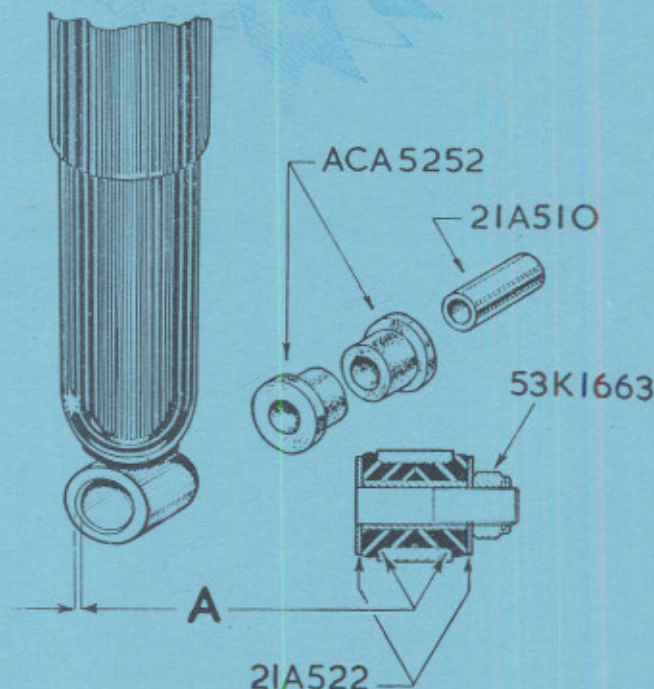
A more positive lower fixing may be provided in the event of failure of the standard arrangement. The improvement might also be conveniently made when the shock-absorbers are serviced:

Ensure that both sides of the damper eye at 'A' have a chamfer of .025" (.63 mm.) x 90° (Armstrong) or .046" (1.20 mm.) x 60° (Girling).

Armstrong

Modify by fitting twin-shouldered rubber bushes, a metal sleeve and metal retaining washers, as follows:

- (1) press out existing rubber bush
- (2) press in bushes, Part No. ACA5252
- (3) push in metal sleeve, Part No. 21A510
- (4) position metal retaining washers, Part No. 21A522
- (5) lock up nut, Part No. 53K1663.

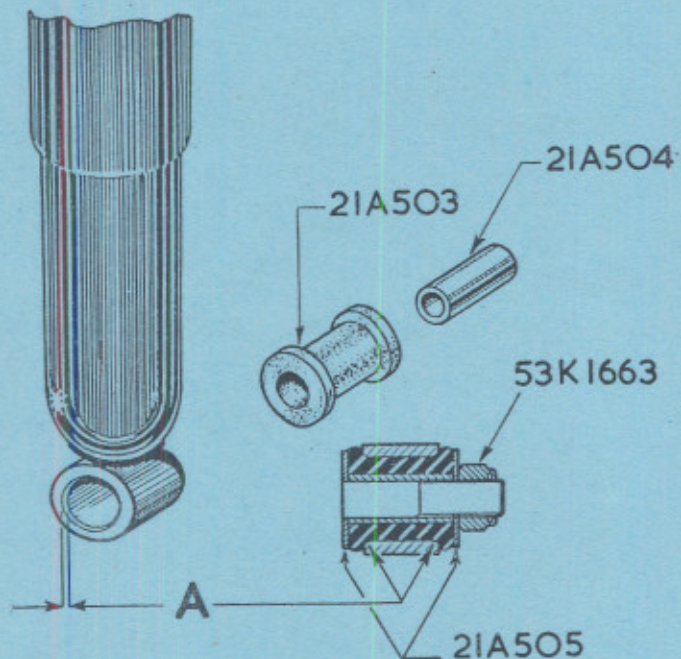


P.T.O.

Girling

Modify by fitting a single double-shouldered (cotton-reel type) rubber bush, a metal sleeve and metal retaining washers as follows:

- (1) press out existing bush
- (2) press in bush, Part No. 21A503
- (3) push in sleeve, Part No. 21A504
- (4) position metal retaining washers, Part No. 21A505
- (5) lock up nut, Part No. 53K1663.



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Organization

No. A / 249

Fleet Users

No. AF / 109

8 July 1960

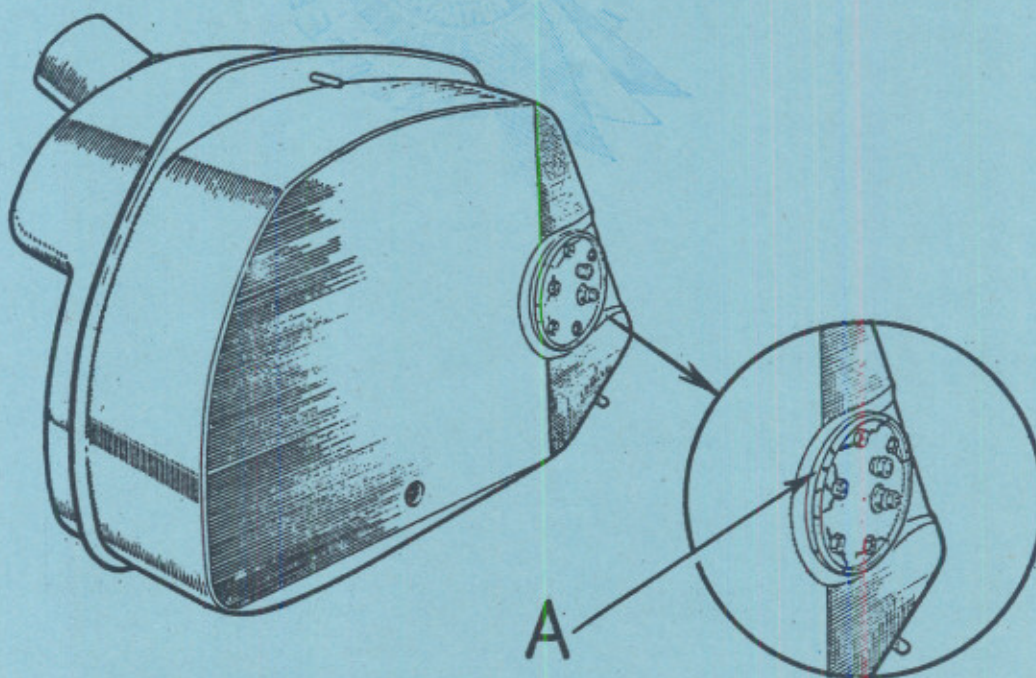
FUEL TANK GAUGE UNIT - FLANGE CRACKED

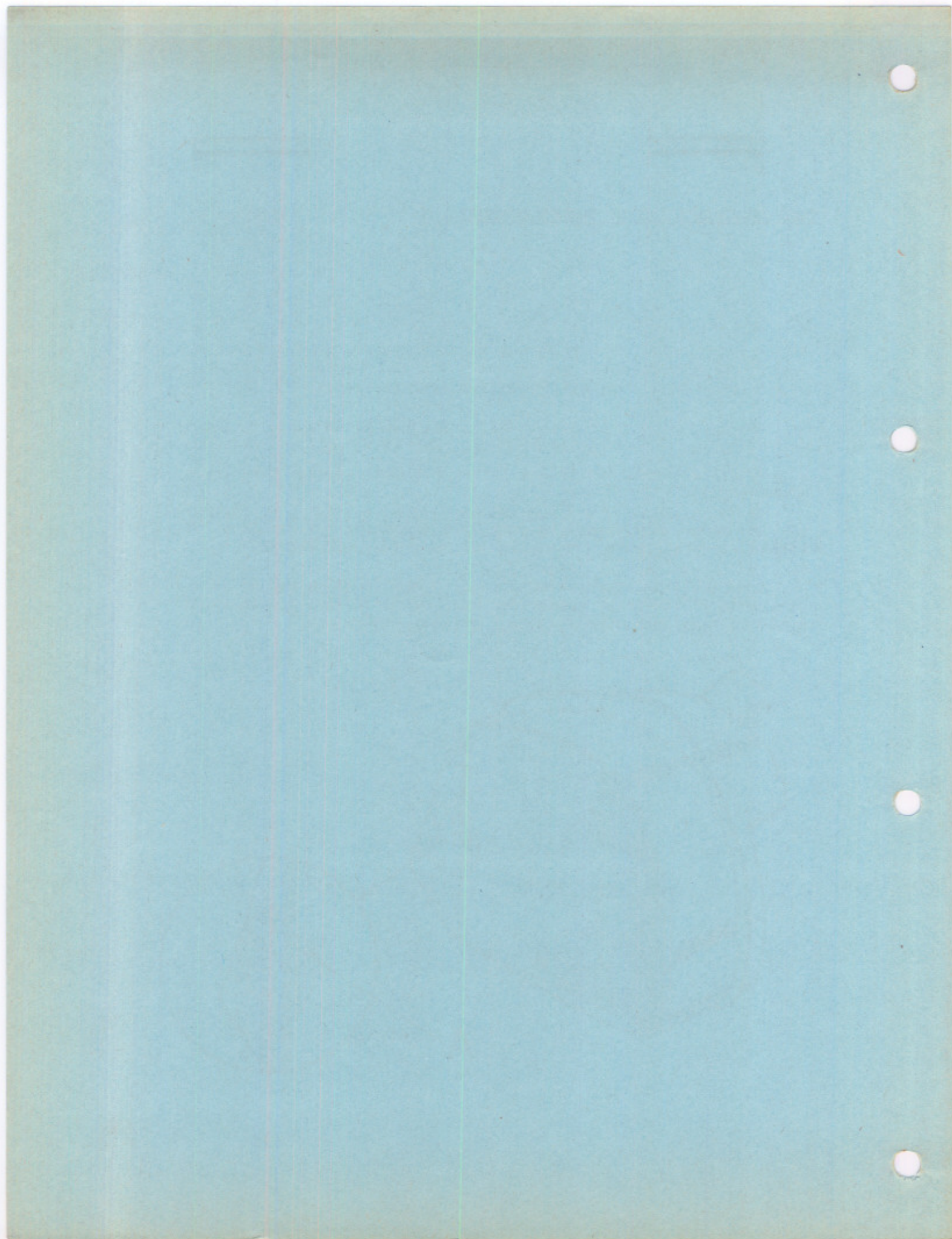
SEVEN

Over-tightening the fixing screws may lead to cracking of the flange at 'A'.

The gauge unit should be carefully inspected and replaced, if cracked, together with a new joint washer, Part No. 2H1082.

A suitable sealing compound (e.g. "Holdtite") should be used on both sides of the joint washer and also on the fixing screws which should be tightened evenly without excessive pressure.





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No. A / 253

* cancelling A/249
Fleet Users

No. AF / 111

* cancelling AF/109

19 July 1960

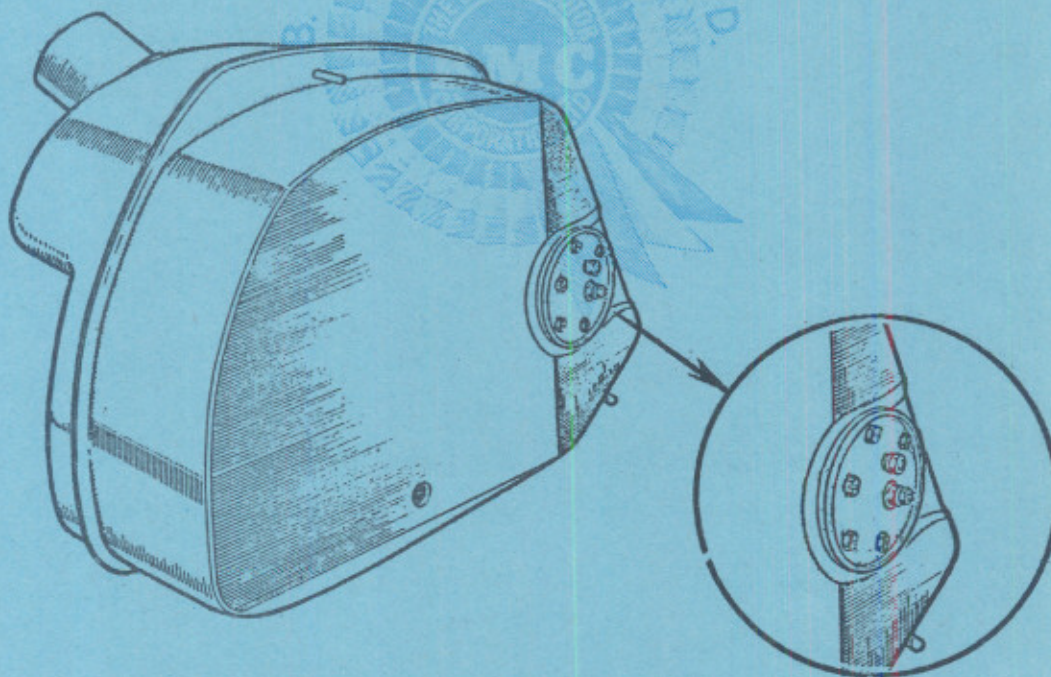
FUEL TANK GAUGE UNIT - FLANGE CRACKED

SEVEN

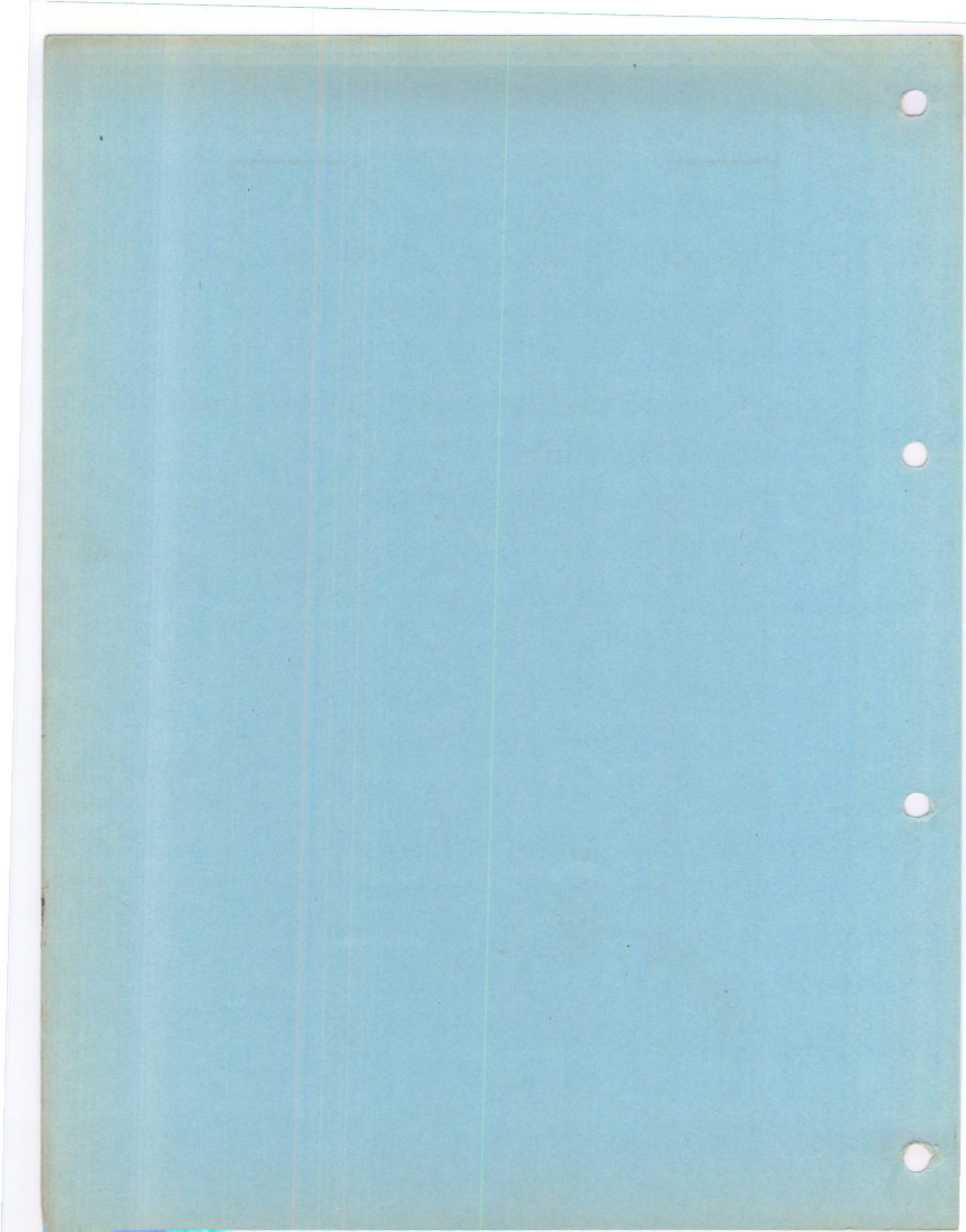
Over-tightening the fixing screws may lead to damage to the flange.

The gauge unit should be carefully inspected and replaced, if damaged, together with a new joint washer, Part No. 2H1082.

A suitable sealing compound (e.g. "Holdtite") should be used on both sides of the joint washer and also on the fixing screws which should be tightened evenly without excessive pressure.



* effect of over-tightening amended.





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Organization

A / 256

No.

Fleet Users

AF / 112

No.

26 July 1960

STARTER MOTOR FAILURE

SEVEN

Cases have arisen in service of failure of starter motors after removal and refitting of the battery cable to the starter field terminal post.

This has been found to be due to fracture of the aluminium field strip, caused by over-tightening the terminal post nut. Due to the resilience of the Nylon bush, it can become distorted and allow the terminal post to rotate against the flat on the bush. This rotation causes the aluminium field strip to twist and ultimately fracture.

When re-connecting the cable, the force applied to the nut should be only sufficient to make a good electrical connection.

