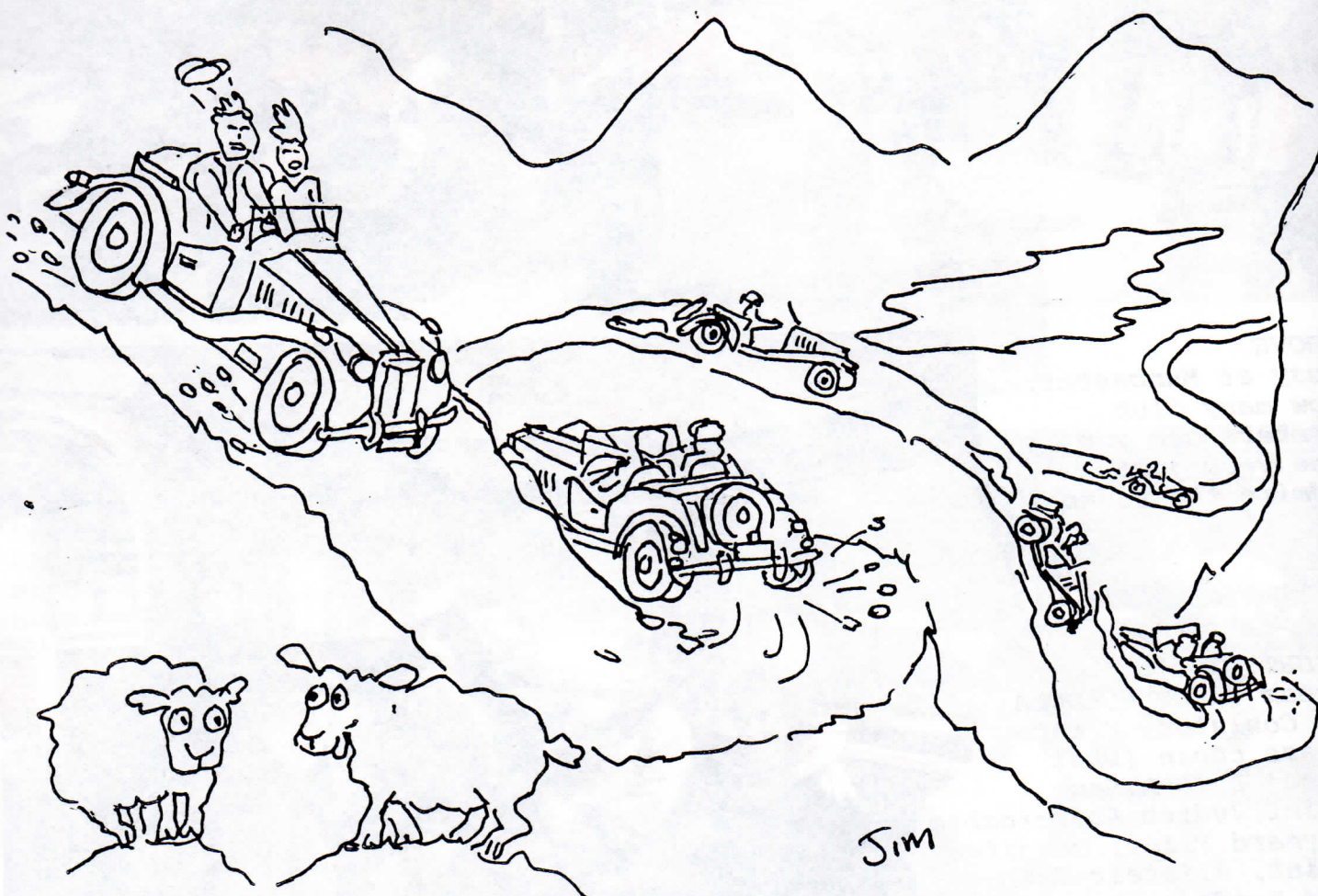


ON THE LAKELAND RUN by JIM



-- And they tell me they wouldn't be seen dead on the Big Dipper at Blackpool !

UNDER THE BONNET

Tin-Tin is having a rest and making way in this Issue for contributions from 'Ecuriam', Guy, John and Maynard.

ON BRAKE LIGHT FAILURE by Maynard.

In the event of brake lights failing to operate, pull apart the electrical connector on the wire which enters the pedal box above the brake servo unit. With the ignition switched on, insert a looped wire into both terminals of the connector. If the brake lights now work, the switch is at fault.

There is an easy alternative to removing the servo unit to gain access to the brake light switch, as follows:-

Drill out the four pop-rivets attaching the vehicle identification plate (nearest the bonnet side) to the top of the pedal box and remove the plate. Cut out a small square section of the pedal box top within the area of the pop-rivet holes, thus enabling the brake light switch to be removed through the hole.

UNDER THE BONNET *Continued*

Lubricate or replace the switch as necessary, and refit the identification plate. For this you can use self tapping screws, so use the smallest possible drill size when drilling out the pop-rivets. This makes life easier if you need to come this way again.

ON ALTERNATORS by John

At the start of the Kimber Birthday Run no less than three cars suffered from 'battery virus'. On number four, BITZ, this proved to be the result of an alternator problem. In fact the ignition warning light was not working but in daylight, with the hood down, this isn't easy to see, at least that's my excuse! A brief discussion with our 'local man' and we opted for repair, rather than trade in for a reconditioned unit.....it cost less.

So take the alternator off.....and that's when the fun started.

Remove the holding bolts and get the drive belt off was fairly easy. Lift the beastie out through the top.....not enough room. Lower away through the bottom.....again it won't go. There's a nice big gap in front of the suspension beam.....very nearly, so remove a horn and still no joy.....Hum! So head scratching time. It must come out somehow.....stand the thing on its head, pulley down and jiggle downwards, well nearly but not quite. Stand the*****thing on end, pulley up and jiggle downwards.

Before you get to this point and if you are working alone, find something large and soft for the 'dropping zone'. Jiggle downwards gently and out it comes....at least this was the route on number four but since all these cars are different, you may have to use another route. Just to prove it wasn't a fluke it went back in the same way, but it does need some high quality jiggling and not a little patience.

ABOUT SWITCHES by Guy Standring.

New owners who have acquired a TF-1700 with a failed bulb may not realize that all the switches (with the exception of the brake switch) should illuminate when the sidelights are switched on.

Luckily you do not need to remove the switch to replace the bulb. Simply grasp, with finger and thumb, that part of the switch which stands proud and pull gently. This applies to the hazard, fan, and fog, but not the brake switch.

However should you need to remove a switch from the dashboard, BEWARE. Disconnect the battery and remove the underdash tray. With care remove the main joining block from the back of the switch or if difficult compress the springs on the switch body and gently push the switch out of the dashboard. Owing to the thickness of the dash this needs some dexterity. Care and patience are needed. Then remove the joining block. Removing the two flat spade connectors from either side of the switch may not be easy. The combination of a good tight fit, a little corrosion and a good strong tug will unfortunately result in pulling the actual terminal itself out of the switch, thereby breaking the switch.

Luckily most of these switches are readily available by special factory order