

**PROVA DESIGNS  
COUNTACH  
REPLICA  
ASSEMBLY  
MANUAL**

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## INTRODUCTION

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THIS MANUAL IS A STEP BY STEP ASSEMBLY GUIDE FOR PROVA'S COUNTACH REPLICA, BRINGING TOGETHER ALL THE EXPERIENCE GAINED BY THE AUTHOR IN ASSEMBLING COMPLETE CARS AND PROVA DESIGNS IN PRODUCING THEIR WORLD FAMOUS KIT OF THIS TIMELESS, EXOTIC SPORTS CAR.

THE ONLY REAL REQUIREMENTS NEEDED, ALONG WITH THIS MANUAL, TO BUILD YOUR COMPONENT CAR REPLICA SHOULD BE PATIENCE, A REASONABLE AMOUNT OF SPACE (AT LEAST TWICE THE SIZE OF THE BODY, A DOUBLE GARAGE SHOULD DO). YOU DO NOT NEED A FULLY EQUIPPED WORK SHOP AS YOU CAN GET AWAY WITH NORMAL DIY HAND/ELECTRIC TOOLS, A SIMPLE SOCKET AND SPANNER SET IS A MUST BUT YOU WILL REQUIRE A WELDER AT CERTAIN TIMES DURING ASSEMBLY. THIS CAN BE BORROWED OR HIRED (IF HIRING, A MIG IS BEST). YOU DO NOT NEED TO BE AN EXPERT CAR BUILDER, THE IDEA OF THE MANUAL IS TO PASS ON OUR EXPERIENCE. WITH PATIENCE YOU SHOULD BE ABLE TO PRODUCE A CAR THAT IS NOT ONLY SOMETHING FOR YOU TO BE PROUD OF BUT A CAR THAT IS MECHANICALLY RELIABLE AS LONG AS THE ORIGINAL COMPONENTS ARE NEW OR CORRECTLY REBUILT.

IF YOU ARE NOT ASSEMBLING A PROVA KIT YOU WILL FIND MOST OF THE INFORMATION CONTAINED IN THIS BOOK A GREAT HELP AS MOST OTHER COUNTACH REPLICA COMPANIES BASED THEIR KITS ON THE PROVA.

WHILST EVERY CARE IS TAKEN TO ENSURE THAT THE INFORMATION IN THIS MANUAL IS CORRECT NO LIABILITY CAN BE ACCEPTED BY THE AUTHOR FOR LOSS, DAMAGE OR INJURY CAUSED BY ANY ERRORS IN, OR OMISSIONS FROM, THE INFORMATION GIVEN.

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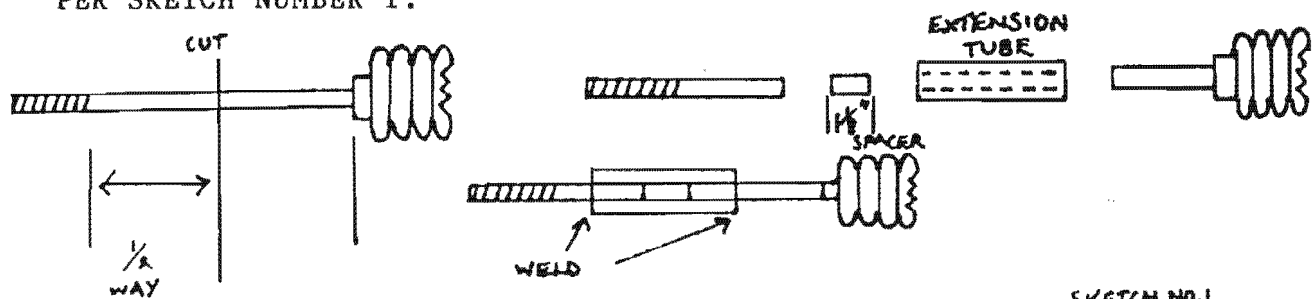
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## CHAPTER 1 PREPARING THE CHASSIS PARTS (FRONT SUSPENSION)

1:1 FIRST OBTAIN A PAIR OF CORTINA FRONT AXLES INCLUDING HUBS CALIPERS ETC. AND ONE PAIR OF STEERING RACK CLAMPS.

1:2 STRIP THEM DOWN COMPLETELY I.E. REMOVE THE BEARINGS, SEALS AND WHEEL STUDS AND DISCARD THEM. SAVE THE AXLES, HUBS, HUB CAPS, NUT, WASHER, CASTELLATED NUT COVER, DISC BOLTS, CALIPER BOLTS, BRAKE HOSE BRACKETS AND CALIPERS. THE CALIPERS MUST BE OVERHAULED 100% EITHER PERSONALLY (BUT MAKE SURE THEY ARE PERFECT) OR PROFESSIONALLY.

1:3 CUT THE STEERING TRACK CONTROL ARMS AND INSERT THE EXTENSION TUBES. REWELD ADDING 1 1/8" IN LENGTH EACH SIDE AS PER SKETCH NUMBER 1.

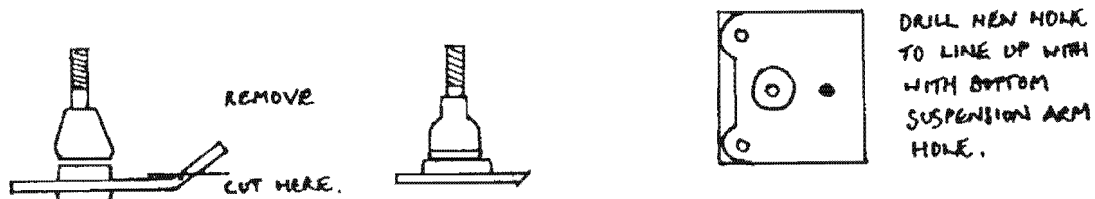


MODIFICATION TO BE CARRIED OUT BOTH SIDES OF STEERING RACK.

1:4 MODIFY BOTTOM BALL JOINTS AS PER SKETCH NUMBER 2 AND DRILL NEW HOLE AFTER TRIAL FITTING TO THE BOTTOM SUSPENSION ARMS.

SKETCH NO. 2

MODIFICATION TO BOTTOM BALL JOINT



1:5 CLEAN ALL PARTS INSIDE AND OUT. RE DRILL FRONT HUBS TO 5 STUD PATTERN REAR DISC CAN BE USED AS A TEMPLATE THEN MASK UP AXLE THEN PAINT HUB AND STUB AXLE GLOSS BLACK. LEAVE TO DRY

1:6 FIT NEW BEARINGS AND SEALS INTO HUBS.

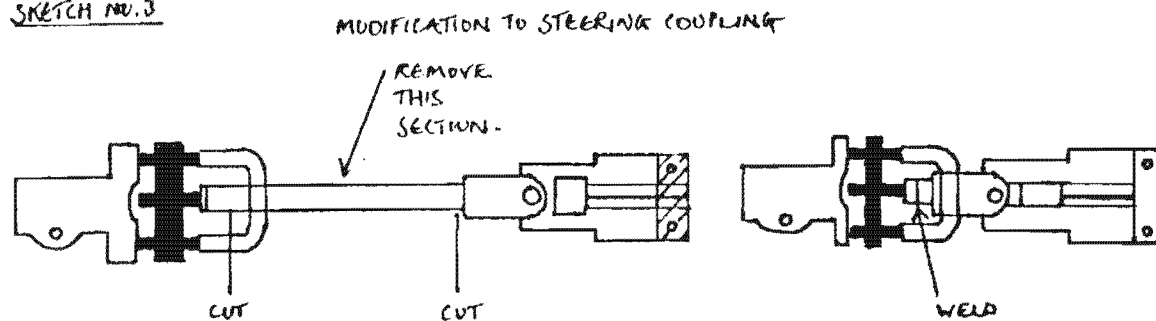
PUSH LONG WHEEL STUDS INTO HUBS.

FIT NEW DISC ONTO HUB WITH BOLTS AND NEW LOCKING TABS. TORQUE TO 30/34 FT/LB

FIT HUB ASSEMBLY ONTO AXLE WITH GREASE, WASHER, NUT AND CASTLE WASHER. THEN FIT CALIPERS ONTO AXLE USING BRAKE PIPE MOUNTING BRACKET AND BOLTS. TORQUE TO 45/50 FT/LB. MAKE UP AND FIT SHORT BRAKE PIPE LINKS AND FIT TO CALIPER AND BRACKET. PUT ASSEMBLIES TO ONE SIDE.

1:7 SHORTEN STEERING COUPLING BETWEEN COLUMN AND RACK BY CUTTING THE MAIN SHAFT AND WELDING TOGETHER AS PER SKETCH NUMBER 3. THIS WELD MUST BE PERFECT.

SKETCH NO. 3



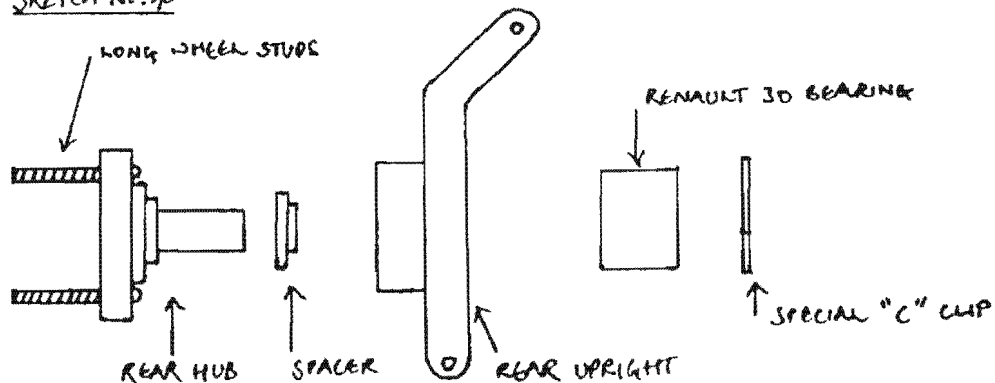
REAR SUSPENSION

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1:8 REMOVE REAR SPECIAL CAST UPRIGHTS FROM CHASSIS AND FIT RENAULT 30 FRONT BEARINGS INTO REAR HUB CARRIERS. THEY NEED TO BE PRESS FITTED (OR THE CASTING CAN BE HEATED IN AN OVEN TO EXPAND IT.) THEN INSERT THE LARGE CIRCLIP MAKING SURE IT SEATS FULLY.

1:9 FIT LONG WHEEL STUDS INTO SPECIAL PROVA HUB (OR MODIFIED RENAULT HUB.) MAKE SURE YOU FIT THE SPECIAL SPACER RING ONTO THE HUB. THEN INSERT THE HUB INTO BEARING. SEE SKETCH NO.4

SKETCH NO. 4

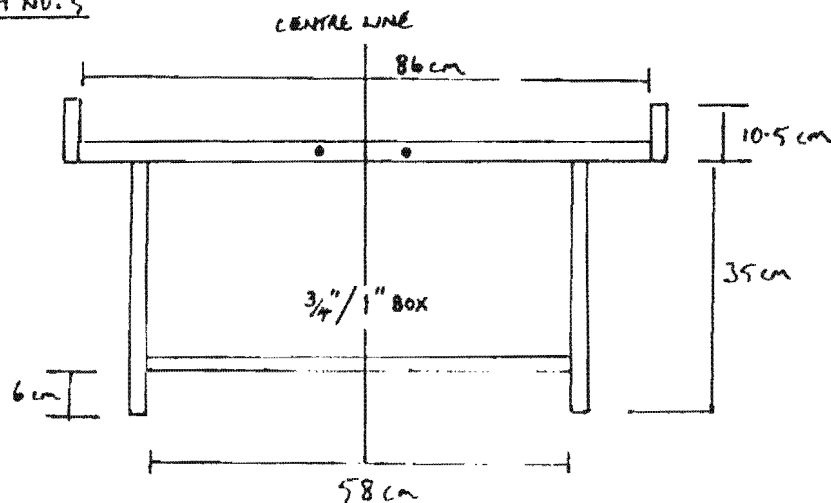


1:10 FIT NEW LANCIA DISC ONTO HUB. OPEN OUT DISC TO FIT OVER WHEEL STUDS AS NECESSARY.

1:11 FIT RECONDITIONED LANCIA BETA CALIPERS AND FRAMES TO HUB CARRIER USING ALLEN BOLTS. MAKE SURE THE BOLTS DO NOT FOUL THE DISC, THE BOLTS MAY NEED SHORTENING SLIGHTLY.

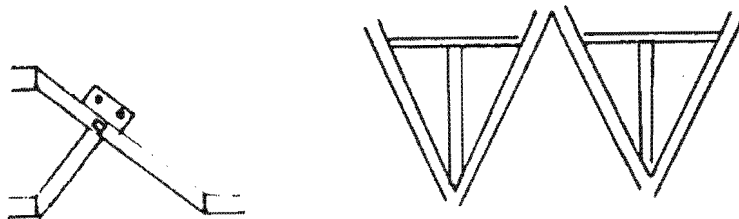
1:12 MAKE UP REAR FRAME AS PER SKETCH NUMBER 5.

SKETCH NO. 5



1:13 MAKE UP ENGINE MOUNTING FRAMES FOR ROVER V8 ENGINE AS PER SKETCH NUMBER 6 IF REQUIRED. THE CHASSIS IS FITTED WITH RENAULT V6 AS STANDARD.

SKETCH NO. 6

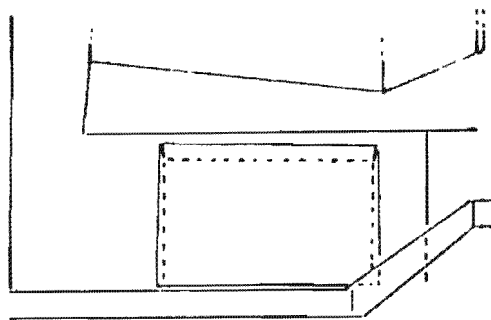


FITTING OUT THE CHASSIS

2:1 REMOVE BODY FROM CHASSIS BY DRILLING OUT THE POP RIVETS ONE ON EACH SILL AND THE ONE IN THE REAR BOOT. NOW LIFT OFF THE BODY. REMOVE SHOCK ABSORBERS. MARK FRONT AND REAR AND STORE AWAY.

2.2 FIT SEAT PANS INTO CHASSIS FROM THE TOP WITH WEDGE FACING FORWARD. TAP DOWN TO FIT AND WELD IN PLACE AS PER SKETCH NO.7.

SKETCH NO. 7



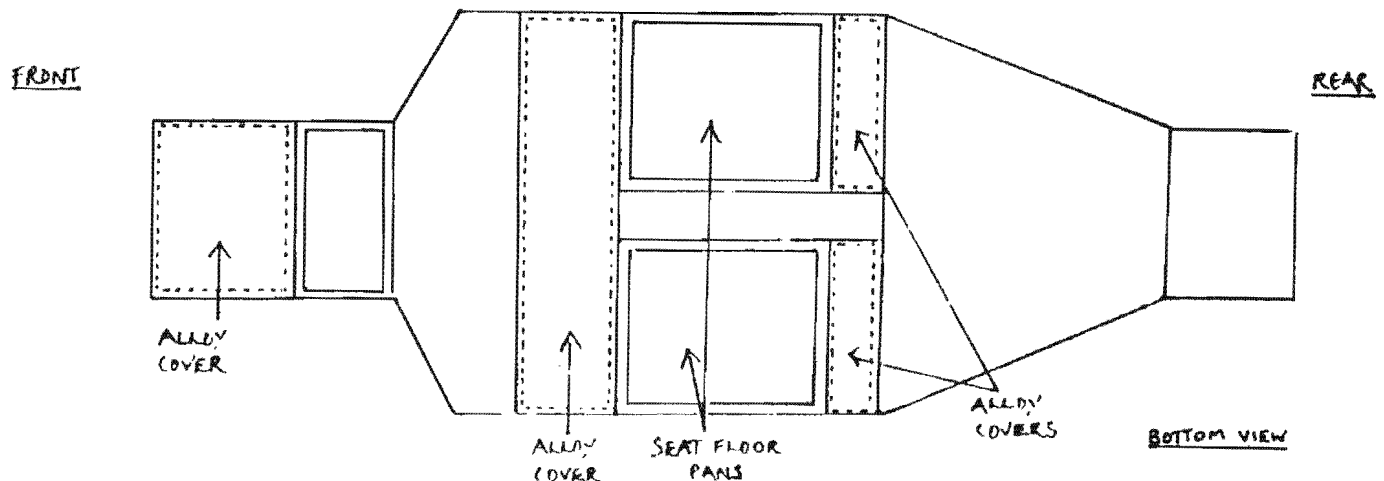
2:3 IF YOU ARE FITTING A DIFFERENT ENGINE THAN A RENAULT V6 REMOVE THE ORIGINAL MOUNTS FITTED WITH AN ANGLE GRINDER AND WELD IN THE NEW ENGINE MOUNTING FRAMES. I.E. ROVER V8 . SEE 1:13.

2:4 TURN CHASSIS OVER AND FIT ALLOY FLOOR PANS UNDER CHASSIS USING POP RIVETS AND BOND IN WITH SIKAFLEX AS PER SKETCH NUMBER 8.

2:5 SEAL ALL OF THE CHASSIS, FLOOR PANS AND ALLOY PANELS WITH SIKAFLEX. ALLOW TO DRY FOR 24 HOURS.

2:6 PAINT THE BOTTOM OF THE CHASSIS WITH CHASSIS BLACK ENAMEL ETC. WAIT UNTIL IT DRIES THEN TURN THE CHASSIS OVER AND PAINT THE TOP OF THE CHASSIS. WAIT UNTIL IT IS THOROUGHLY DRY.

SKETCH NO. 8



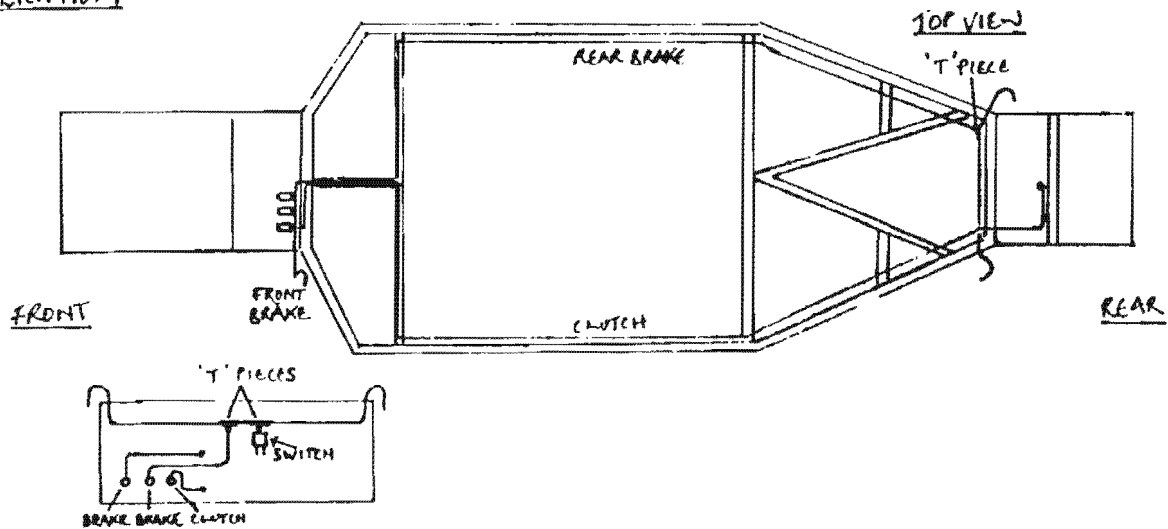
FITTING BRAKES.

2:7 FIT BRAKE MASTER CYLINDERS, GIRLING PART NO. 64068549 X 2 CLUTCH MASTER CYLINDER GIRLING PART NO. 64068600 X 1 . FIT CLUTCH AND BRAKE LINES AS PER SKETCH NUMBER 9 . USE CORTINA MK 3,4,5 LONG FRONT BRAKE HOSE TO THE CORTINA CALIPERS. USE THE SAME BRAKE HOSES AT THE REAR. ALL BRAKE PIPES ARE 3/16" KUFNALLPIPE SECURED TO THE CHASSIS WITH CLIPS AND SELF TAPPING SCREWS.

DO NOT RUN ANY HYDRAULIC LINES UNDER THE CAR.



• SKETCH NO. 9



#### FITTING FRONT SUSPENSION

2:8 FIT 2X MODIFIED BOTTOM BALL JOINTS USING 3 BOLTS AND NYLOCK NUTS EACH SIDE FROM BELOW.

2:9 FIT 2X FRONT SHOCK ABSORBERS AND SPRINGS.

FIT 2X TOP BALL JOINTS FROM BELOW USING 3 BOLTS AND NYLOCK NUTS  
FIT LEFT AND RIGHT FRONT AXLE ASSEMBLIES ONTO BALL JOINTS MAKE SURE THEY ARE FITTED TO THE RIGHT SIDES, THE STEERING ARMS SHOULD BE FACING FORWARD.

2:10 FIT MODIFIED STEERING RACK USING NEW RUBBERS AND REFURBISHED OR NEW CLAMPS.

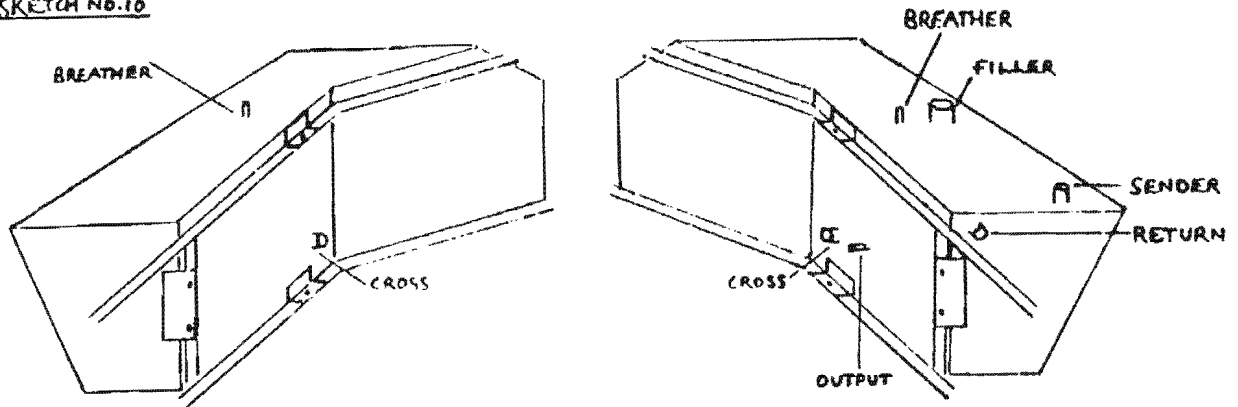
2:11 MAKE SURE THAT THE LOCKING HALF NUTS ARE FITTED TO THE STEERING RACK THEN FIT THE NEW TRACK ROD ENDS.

2.12 FIT TRACK ROD ENDS TO FRONT AXLES AND PARALLEL UP DISCS APPROXIMATELY.

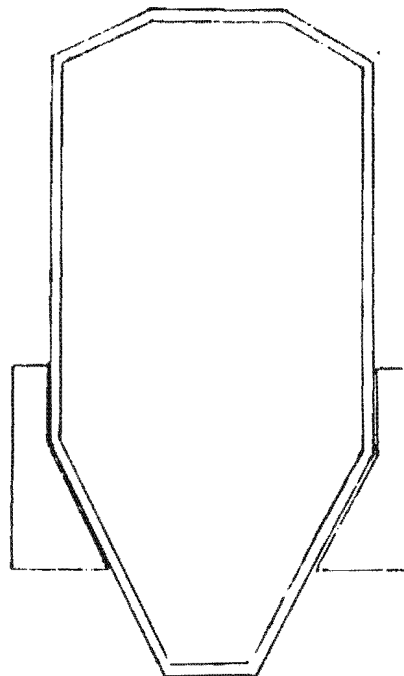
#### TRIAL FITTING OF FUEL TANKS.

2:13 TRIAL FIT FUEL TANKS AND DRILL MOUNTING HOLES AS PER SKETCH NUMBER 10. REMOVE AND STORE UNTIL BODY IS FITTED.

SKETCH NO. 10



FRONT



REAR

### 3 FITTING ENGINE AND GEARBOX.

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3:1 FULLY ASSEMBLE ENGINE INCLUDING CLUTCH AND FIT ADAPTOR PLATE IF REQUIRED.

3:2 FIT GEARBOX. MOUNTING FRAMES TO THE REAR OF THE GEARBOX.

3:3 FIT REAR RUBBER MOUNTS TO CHASSIS PLATES USING SAFETY FRAMES.

3:4 FIT RENAULT CLUTCH SLAVE CYLINDER, OPERATING ARM AND RELEASE BEARING TO GEARBOX. (SPECIAL RELEASE BEARING IF OTHER THAN RENAULT V6 ENGINE IS USED.)

3:5 FIT GEARBOX INTO CHASSIS AND FIX TO RUBBER MOUNTS. SUPPORT GEARBOX IN THE CENTRE WITH A JACK.

3:6 MATE ENGINE TO GEARBOX AND FIT ENGINE RUBBER MOUNTS TO CHASSIS ENGINE MOUNTING POINTS. (RENAULT OR ROVER.)

3.7 NOTE IF FITTING ROVER V8 ENGINE TO RENAULT 4 OR 5 SPEED  
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GEARBOXES THE FOLLOWING MODIFICATIONS MUST BE CARRIED OUT:  
(REFER ALSO TO PARTS LIST DRAWINGS.)

A. SPLIT GEARBOX IN TWO BY REMOVING BELLHOUSING AND REAR COVER THEN REMOVE ALL THE NUTS AND BOLTS AT THE TOP AND BOTTOM OF THE THE BOX.

B. REMOVE ORIGINAL INPUT SHAFT AND REPLACE WITH SPECIAL ONE BY DRIVING OUT THE ROLL PIN AND THEN DRIVING OUT THE OLD SHAFT.

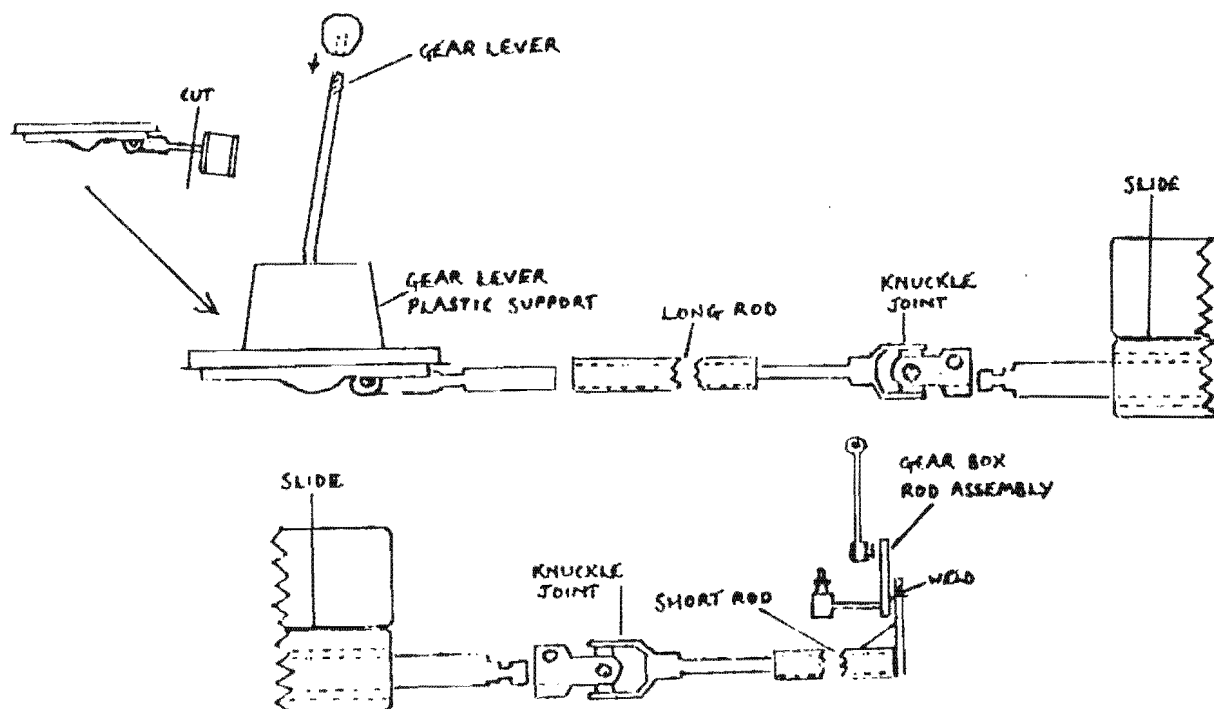
C. REASSEMBLE LEFT AND RIGHT HANDS OF GEARBOX AND REAR COVER USING INSTANT GASKET ON ALL SURFACES OR SIMILAR GOOD JOINTING COMPOUND.

D. CUT OUT BELL HOUSING TO CLEAR ROVER V8 STARTER MOTOR BY TRIAL FITTING TO ENGINE, THEN FIT THE BELL HOUSING TO THE GEAR BOX USING NEW GASKET AND JOINTING COMPOUND. MAKE SURE THE INPUT SHAFT TUBE IS FITTED WITH AN "O" RING BEFORE FITTING THE BELLHOUSING.

3:8 FIT THE GEAR SHIFT ASSEMBLY BY FIRST FITTING THE SLIDE ASSEMBLY TO THE ENGINE ON THE LEFT HAND SIDE, THEN FIT THE 2 SWIVEL JOINTS ONTO THE SLIDE ASSEMBLY ROD.

THEN FIT THE REAR SHIFT TUBE TO THE SWIVEL JOINT AND THE GEAR BOX OPERATING ROD AND 'G' CLAMP INTO PLACE DO NOT FIX UNTIL LATER AS YOU WILL NEED TO MADE ADJUSTMENTS WHEN THE FRONT SHIFT TUBE IS FITTED TO THE GEAR SHIFT LEVER AFTER BODY FITTING. SEE SKETCH NUMBER 10a.

SKETCH NO. 10a



#### 4 FITTING THE BODY TO THE CHASSIS.

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THE INNER SECTION HAS BEEN DESIGNED TO DROP DIRECTLY ONTO THE CHASSIS WITHOUT MODIFICATION. USE SIKAFLEX 221 WHICH IS A SILICONE SEALANT, BETWEEN ALL MATING SURFACES.

THIS TYPE OF SEALANT NOT ONLY STICKS WELL BUT ACTS AS A RUBBER SEAL, WHICH PREVENTS THE CHASSIS CREAKING.

4:1 RUN SIKAFLEX 221 EVERYWHERE THAT THE BODY MEETS THE CHASSIS (USE A 1/4" BEAD.)

4.2 WITH FOUR PEOPLE, ONE ON EACH WING, AND HOLDING THE REAR HIGHER THAN THE FRONT, LOWER THE BODY OVER THE CHASSIS, DROPPING THE FRONT END DOWN FIRST, THEN LOWERING THE BACK END DOWN, WATCHING OUT THAT THE SILLS DO NOT CATCH ON THE CHASSIS. QUICKLY RELOCATE THE BODYWORK AS SIKAFLEX GOES OFF WITHIN AN HOUR AND A HALF. THEN GET A LEVEL AND LEVEL DOWN FROM THE ARCH, MEASURING IN WITH A TAPE FROM THE ARCH TO THE DISC SURFACES OR CHASSIS. IF YOU MEASURE ONE SIDE AND FOR EXAMPLE IT IS 10 $\frac{1}{4}$ ", PUT YOUR LEVEL ON THE OTHER SIDE AND IF IT IS NOT 10 $\frac{1}{4}$ " THEN MOVE THE BODY AROUND UNTIL BOTH BACK AND FRONT ARE LEVEL.

4:3 NOW POP RIVET THE BODY TO THE CHASSIS EVERYWHERE THEY MEET. DO NOT BOLT THE CHASSIS TO THE BODY. THE POP RIVETS SHOULD BE 3/16" DIAMETER WITH THE LARGEST HEAD POSSIBLE - POP RIVET EVERY 4 TO 6 INCHES IN THE FOLLOWING ORDER:

4:4 RIVET ACROSS THE FRONT FOOTWELL.

4:5 ACROSS THE FLOOR BRACING.

4:6 ALONG THE DOOR SILLS.

4:7 ALSO ALONG THE SILL LINES.

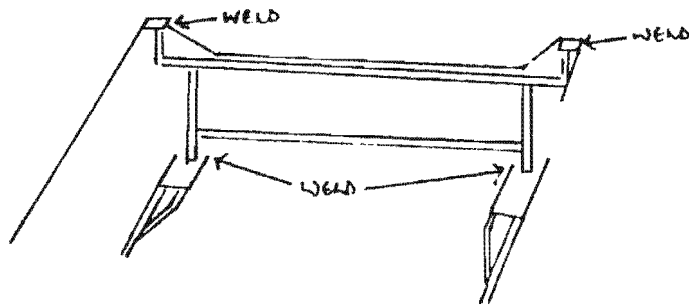
4:8 INSIDE THE BOOT.

4:9 BONNET AND ACROSS THE REAR FIRE WALL.

4:10 NOW WELD IN THE BACK FRAME AND POP RIVET THE BODY TO IT,  
WITH SIKAFLEX 221 BETWEEN THE MATING SURFACES.

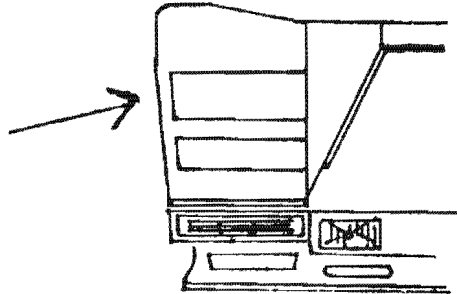
SEE SKETCH NUMBER 11.

SKETCH NO. 11



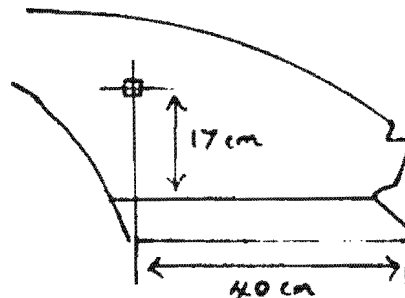
5:8 CUT OUT FRONT HEAD LIGHT UNIT COVERS FROM FRONT WINGS AS PER SKETCH NUMBER 14 AND KEEP SAFELY TO ONE SIDE. USE A VERY FINE SHARP BLADE AND CUT AS STRAIGHT AS POSSIBLE.

SKETCH NO. 14



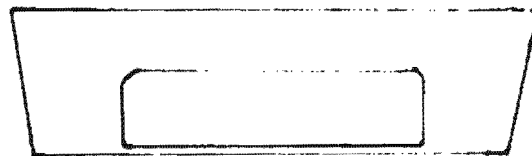
5:9 CUT OUT 2 SIDE FRONT INDICATOR REPEATER HOLES. SEE SKETCH NUMBER 15 FOR POSITION. USE FORD SQUARE REPEATERS (OR SIMILAR.)

SKETCH NO. 15



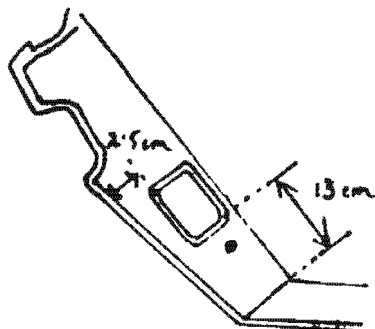
5:10 CUT OUT FRONT SIDE/INDICATOR LIGHT UNIT HOLES. SEE SKETCH NUMBER 16.

SKETCH NO. 16



5:11 CUT OUT FIAT X1/9 PULL LEVEL ASSEMBLY HOLE ON DRIVERS SIDE OF DOOR OPENING. SKETCH NUMBER 17.

SKETCH NO. 17

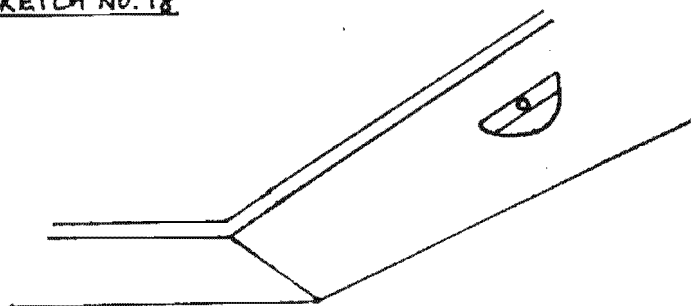


5:12 CUT OUT REAR QUARTER LIGHTS LEAVING A 5/8" LIP ALL ROUND TO SUPPORT THE GLASS TO BE FITTED LATER.

5:13 TRIM BACK WINDSCREEN LIP ALL ROUND, LEAVING A 5/8" PAD FOR THE SCREEN TO SIT ON.

5:14 CUT OUT "D" SHAPE HOLE IN DOOR OPENING IN LINE WITH THE HOLE IN THE HINGE SUPPORT BAR FOR THE GAS RAM. SEE SKETCH NO. 18

SKETCH NO. 18

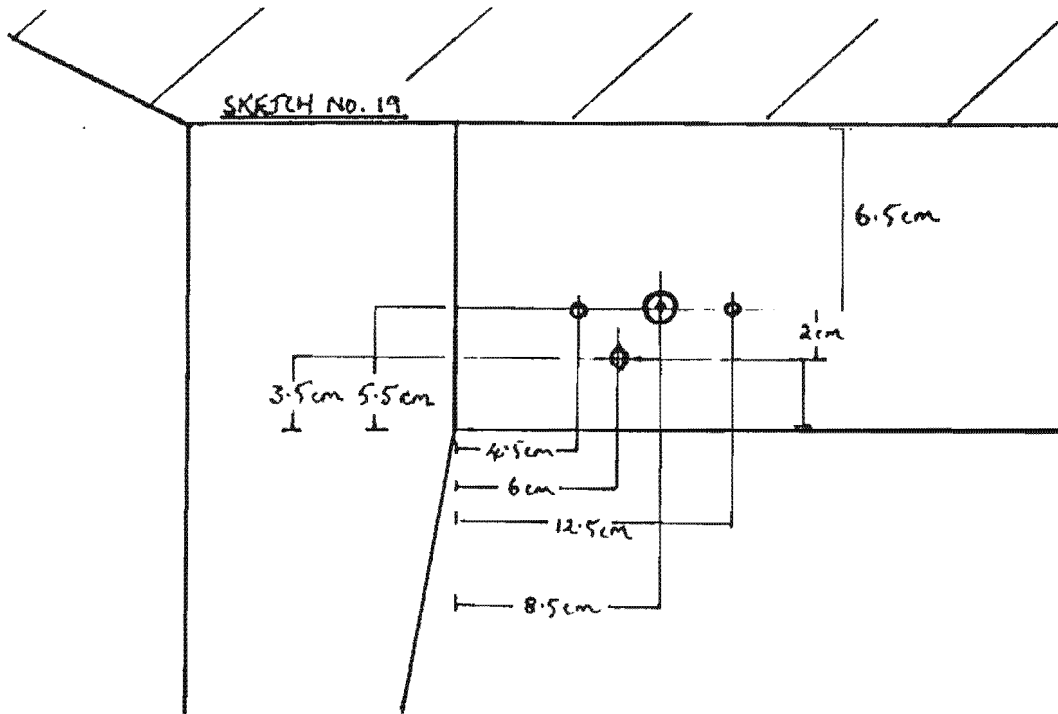


5:15 CUT OUT FRONT OF TOP RADIATOR AIR SCOOPS SO TOP METAL GRILLS FIT INTO IT.

5:16 OFFER UP BOTTOM RADIATOR GRILLS BEHIND REAR QUARTER LIGHTS. CUT INTO BODY SO THAT THE GRILLS FIT IN BY BRINGING THEM UP FROM BELOW. DO NOT TRY TO FIT THEM FROM THE TOP, ONLY FROM THE REAR BELOW AND DRILL BOTTOM FIXING HOLES.



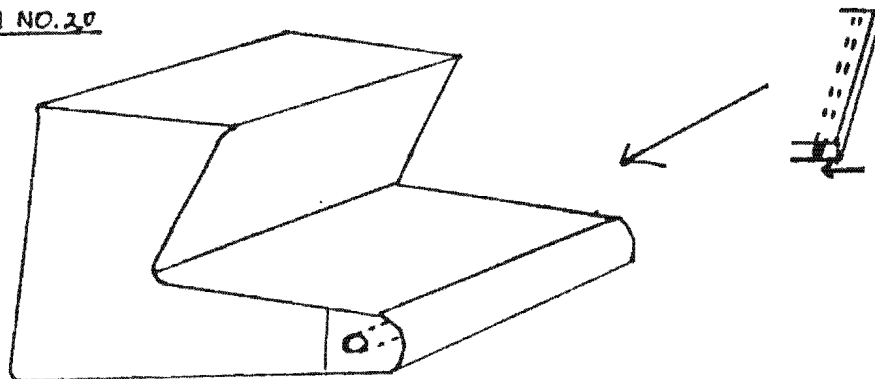
5.19 FIT THE WIPER MOTOR WITH THE MOUNTING BRACKET BY DRILLING A HOLE THROUGH THE BODY. THEN DRILL TWO HOLES FOR THE WASHER NOZZLES AND ONE FOR THE WIPER ARM PANTERGRAPH. SEE SKETCH NUMBER 19 ( R.H. DRIVE SHOWN, REVERSE FOR L.H. DRIVE ).



## LIGHT PODS

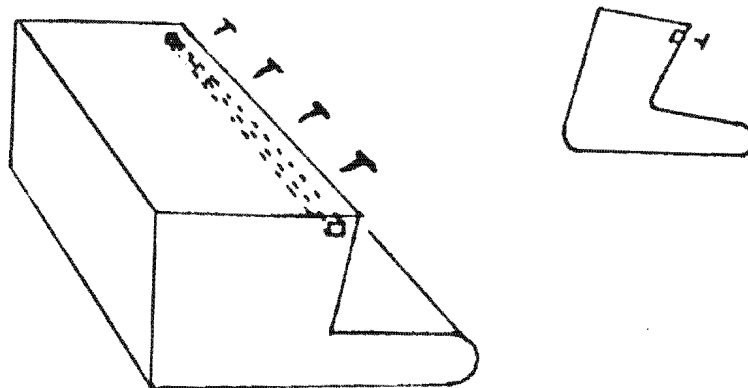
6:1 FIRST GRIND BACK THE FIBRE GLASS ON EACH BOTTOM CORNER OF THE LIGHT PODS, SEE SKETCH NO. 20, UNTIL HINGE TUBE IS EXPOSED.

SKETCH NO. 20



6:2 THE BACK SECTION OF THE LIGHT PODS MUST BE STRAIGHTENED NEXT. THIS IS DONE BY FIRST FIXING A PIECE OF 1/2" BOX SECTION WITH SELF TAPPING SCREWS, THEN BONDING IT IN WITH GLASS FIBRE. SEE SKETCH NUMBER 21.

SKETCH NO. 21

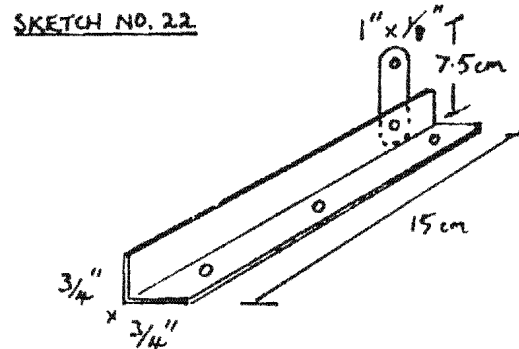


6:3 CUT OFF THE BACK OF 4xWIPAC 5" HEADLIGHT BOWLS. REMOVE AT LEAST 2".

6:4 CUT OUT THE 4 MARKED HOLES IN THE LIGHT PODS AND TRIAL FIT THE PREPARED BOWLS, INCLUDING FIXING HOLES.

6:5 FIT ONE ROD SUPPLIED INTO EACH TUBE IN THE PODS. MAKE SURE THEY MOVE FREELY USING GREASE.

6:6 MAKE UP 4 BRACKETS TO TAKE THE LIGHT POD RODS. THESE WILL BE FITTED TO THE INNER WING. SEE SKETCH NO. 22. MAKE SURE THAT AT THE FULLY RAISED POSITION THE LENS MOUNT IS VERTICAL.



6:7 MAKE UP TWO ADJUSTABLE STOPS AND FIX THEM TO THE BOTTOM FRONT OF EACH LIGHT POD. THEN FIX THE PODS IN POSITION.

6:8 THE TWO COVERS CUT FROM THE FRONT WING IN OPERATION NO. 5:8 ARE NOW FIXED ONTO THE PODS: THIS CAN BE DONE BY FIXING 4 ALLOY STRIPS WITH FIBREGLASS FILLER PASTE TO THE POD, THEN WHEN THIS HAS DRIED, OFFER THE COVER PANEL UP AND BEND THE STRIPS SO THE PANEL IS FLUSH WITH THE WING.

6:9 PUT SOME FIBREGLASS FILLER PASTE BETWEEN THE ALLOY STRIPS AND THE COVER AND HOLD IN PLACE WITH TAPE UNTIL SET.

6:10 NOW REMOVE THE LIGHT POD FROM THE CAR VERY CAREFULLY AND BACK FILL GAPS AND SMOOTH TOGETHER ALL AREAS WITH FIBREGLASS FILLER PASTE AND BODY FILLER.

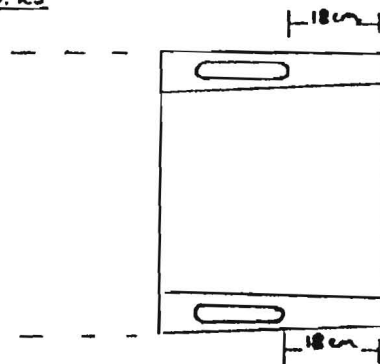
6:11 PRIME AND FILL PIN HOLES THEN PUT AWAY UNTIL YOU ARE READY TO CARRY OUT FINAL PAINT JOB ON YOUR CAR.

REAR WING.

6:12 FIRST FIT THE REAR BOOT TO THE CAR IN ITS FINAL POSITION SO THE WING CAN BE LINED UP CORRECTLY.

6:13 NOW TAPE THE WING SUPPORT PILLARS TO THE BOOT. MEASURE THE DISTANCE FROM THE REAR OF THE PILLARS TO THE REAR OF THE BOOT LID. THE FRONT MEASUREMENTS WILL NOT BE CORRECT, THIS IS AN ERROR PASSED ON FROM THE ORIGINAL CAR WHICH WAS HAND MADE IN ALLOY, NOT PRESSED LIKE MOST PRODUCTION CARS, AND HAD MANY DIMENSIONAL FAULTS. SEE SKETCH NUMBER 23.

SKETCH NO. 23

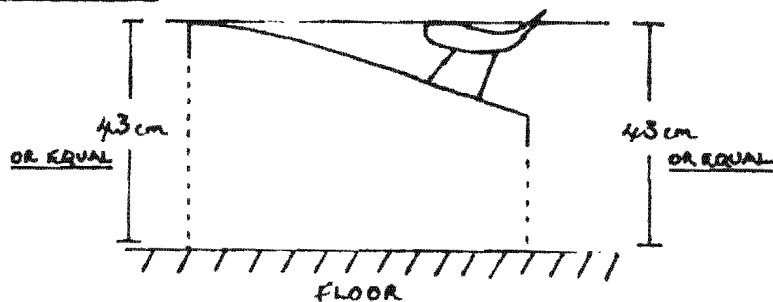


6:14 NOW OFFER THE WING UP TO THE PILLARS. NOTE THE WING ANGLE MUST BE SO THAT THE AIR FLOW OVER IT PUSHES DOWN SLIGHTLY. IT MUST NOT BE SET SO THE AIRFLOW GIVES LIFT. THIS IS NOT EASY AS THE BODY SHAPE HASN'T ANY STRAIGHT HORIZONTAL LINES AROUND THE WING AREA. THE ONLY PLACE TO LINE UP WITH IS THE TOP OF THE ROOF. THIS IS THE BEST POINT TO USE AS REFERENCE BY LOOKING OVER THE WING TO THE ROOF. SEE SKETCH NUMBER 24.

6:15 NOW YOU ARE HAPPY WITH THE POSITION, MARK ALL COMPONENTS. USE THE 4 STUDS WITH NUTS PROVIDED IN THE KIT. TWO HOLES HAVE TO BE DRILLED ON THE UNDERSIDE OF THE WING, A METAL BRACKET WITH TWO HOLES DRILLED INTO IT HAS TO BE FITTED INSIDE THE WING. THE STUDS ARE RUN THROUGH THE HOLES IN THE WING AND BOLTED UP WITH THE METAL BRACKET INSIDE THE WING. THE TWO STUDS RUN DIRECTLY THROUGH EACH WING PEDESTAL. ANOTHER BRACKET IS

THEN MADE TO RUN ALONG THE UNDERSIDE OF THE BOOT WITH TWO HOLES DRILLED. THE WING IS THEN BOLTED THROUGH THE PEDESTALS TO THE UNDERSIDE OF THE BOOT THUS SANDWICHING THE WING PEDESTALS AND WING TO THE BOOT AS PER SKETCH NUMBER 24.

SKETCH NO. 24

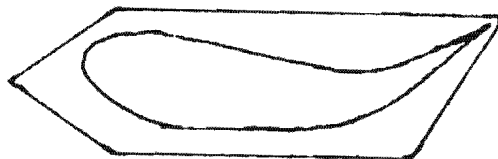


6:16 THE WING NOW HAS TO BE CLEANED UP AND FILLED AS NECESSARY.

TWO WOODEN END CAPS SHOULD NOW BE MADE OUT OF HARD WOOD AT LEAST 3/4" THICK. THEY HAVE TO BE GLASSED INTO THE ENDS OF THE WING AND SEALED AGAINST WATER, USING GLASSFIBRE RESIN.

6:17 NOW FIX THE 2 ALLOY END PLATES TO THE WING USING 4 PHILIPS HEAD COUNTERSUNK SELF TAPPING SCREWS. POSITION THE END CAPS AS PER SKETCH NUMBER 25. SEAL IN WITH WHITE SIKAFLEX 221. WIPE ALL JOINTS WITH WHITE SPIRIT TO REMOVE EXCESS SEALER.

SKETCH NO. 25



#### NEW REAR WING FITTING

THE NEW DESIGN REAR WING ONLY NEEDS TO BE FIXED TO THE BOOT COVER WITH SIKAFLEX 221 WHITE AND LARGE SELF TAPPING BOLTS DRIVEN THROUGH FROM THE UNDERSIDE OF THE BOOT THEN FIT THE END CAPS AS BEFORE.

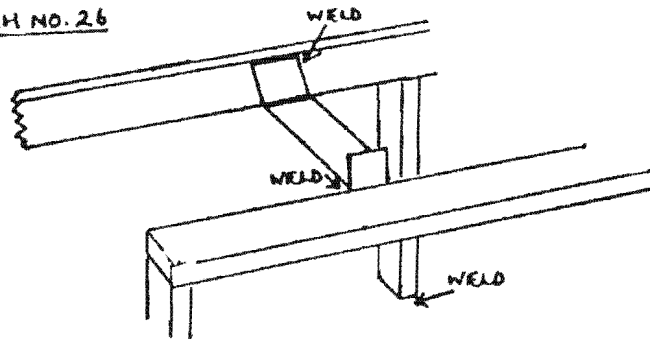
## 7 ASSEMBLING THE DOORS.

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THIS IS THE OPERATION THAT SEEMS TO WORRY PEOPLE THE MOST WHEN EITHER CONSIDERING BUYING A COUNTACH KIT OR FOR THOSE WHO HAVE ALREADY STARTED ON ONE, MAINLY BECAUSE THE DOORS OPEN IN A VERY UNCONVENTIONAL WAY I.E. STRAIGHT UP PARALLEL WITH THE BODY, HINGED AT THE FRONT AND RAISED BY A GAS RAM. THE FOLLOWING ASSEMBLY SYSTEM HAS BEEN USED VERY SUCCESSFULLY ON ALL THE CARS CONSTRUCTED BY POWERPLUS.

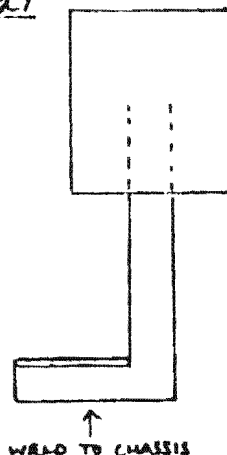
7:1 THE FIRST THING YOU NEED TO DO IS ALIGN THE HINGE SUPPORT MAIN CROSS BAR WITH THE HINGES FITTED TO BOTH SIDES OF THE CAR AND WELD THE BAR SUPPORTS DOWN ONTO THE CHASSIS. NOW CUT TWO PIECES OF BOX SECTION, WELD THESE FROM THE HINGE CROSS BAR TO THE MAIN CHASSIS CROSS BAR THAT SUPPORTS THE STEERING COLUMN AND DASH. SEE SKETCH NO. 26.

SKETCH NO. 26



7:2 GLASS THE BOTTOM BOX SECTION RUNNING FROM THE HINGE PLATE DOWN ONTO THE BODY (FOR EXTRA STRENGTH A PIECE OF STRIP 1/8" THICK CAN BE WELDED FROM THE HINGE PLATE BOX TO THE CHASSIS FIRST) INSIDE THE WHEEL ARCH. SEE SKETCH NO. 27.

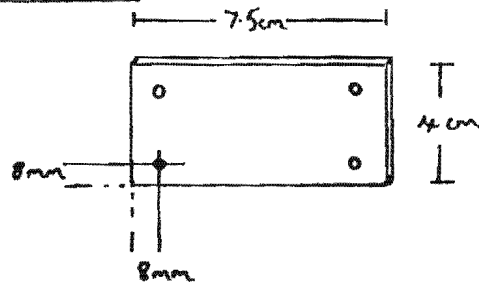
SKETCH NO. 27



7:3 MAKE SURE THAT YOU HAVE A PAIR OF NEW MERCEDES FRONT DOOR LOCKS AND STRIKER PLATES AS THESE LOCKS ARE GLASSED INTO THE DOOR. IT IS WELL WORTH BUYING NEW ONES.

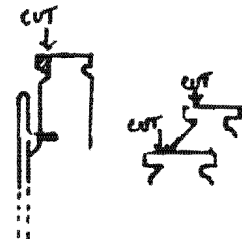
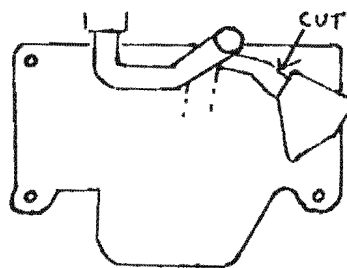
NOW FIX THE STRIKER PLATES TO THE BODY, THE BEST WAY IS TO MAKE A BACKING PLATE EITHER DRILLED AND TAPPED TO MATCH THE HOLES IN THE STRIKER OR WELD FOUR NUTS ONTO A DRILLED PLATE. FOR FITTING AND PLATE DESIGN SEE SKETCH NO. 28.

SKETCH NO. 28



7:4 CUT OFF THE COUNTER BALANCE WEIGHT FROM THE LOCKS AND THIN DOWN THE TOP OPERATING LEVER SEE SKETCH NO. 29.

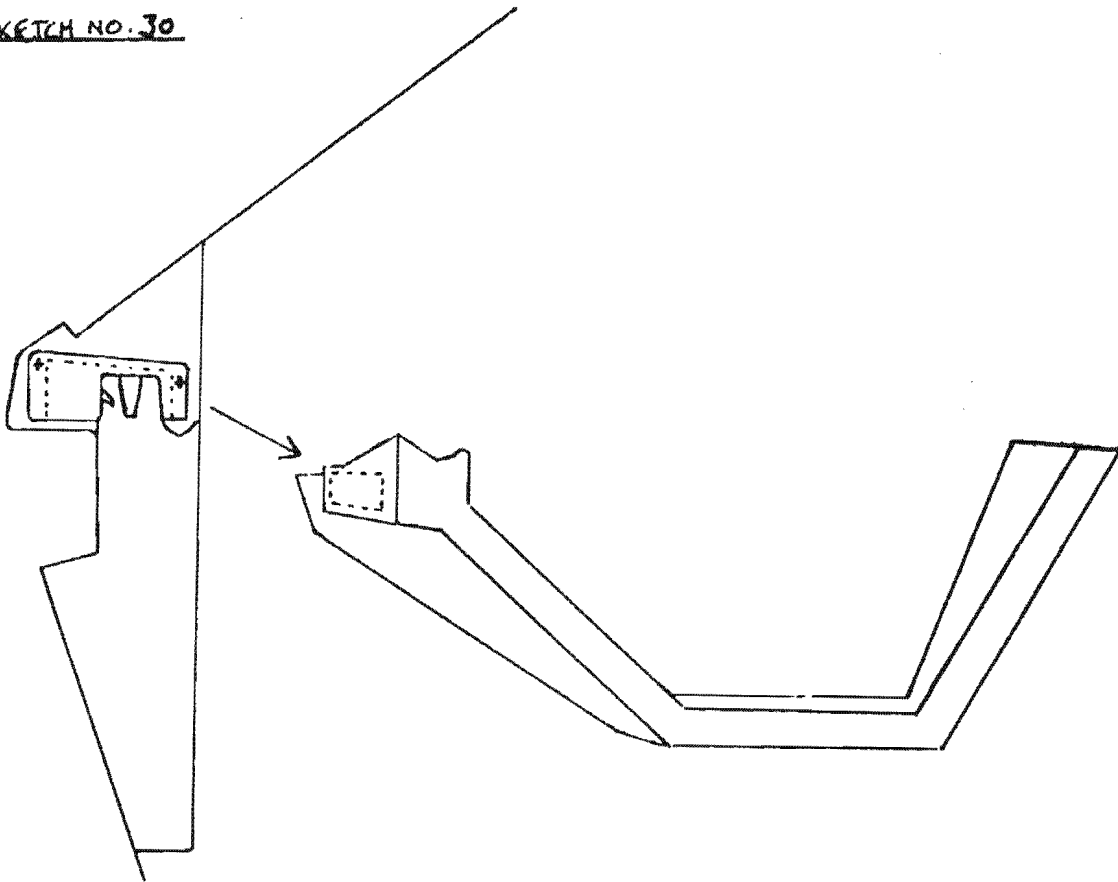
SKETCH NO. 29



7:5 TAKE ONE OF THE INNER FIBRE GLASS DOOR PANELS, MARK ROUND THE LOCK ONTO THE PANEL WITH A PENCIL AND MARK THROUGH THE

FIXING HOLES. CUT OUT THE LOCK AREA AS MARKED. DRILL THE TOP  
FIXING HOLES AND FIX THE LOCK TO THE PANEL WITH COUNTER SUNK  
SCREWS. OFFER UP THE PANEL TO THE DOOR OPENING AND ENGAGE THE  
LOCK ONTO THE STRIKER CHECKING THAT IT NOT ONLY FITS BUT WORKS  
CORRECTLY. NOW CUT DOWN INTO THE FRONT OF THE INNER PANEL SO  
THE HINGE CLEARS THE PANEL WHEN IT IS FOLDED HORIZONTAL WITH  
THE BODY SEE SKETCH NO. 30.

SKETCH NO. 30

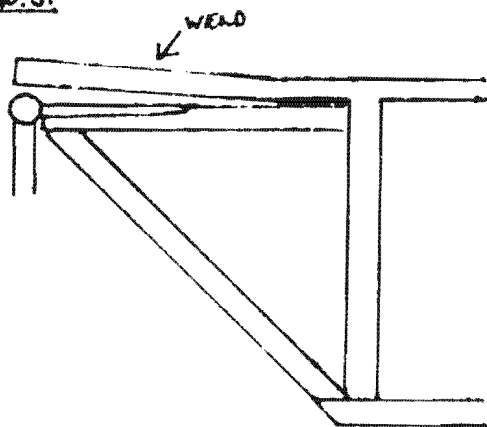




7:6 NOW COVER THE LOCK ASSEMBLY WITH LM GREASE TO PROTECT IT FROM RESIN WHEN GLASSING THE LOCK TO THE PANEL THIS CAN BE DONE WITH EITHER MAT AND RESIN OR WITH FIBREGLASS FILLER PASTE.

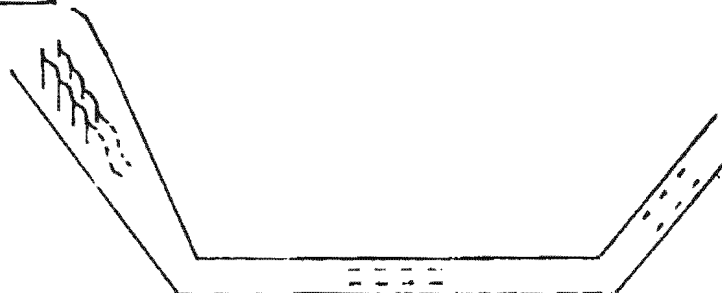
7:7 COVER ALL THE MAIN BODY AROUND THE DOOR OPENING WITH PARCEL TAPE THEN FIX THE INNER PANEL ASSEMBLY IN POSITION BY ENGAGING THE DOOR LOCK AND FITTING THE FRONT EDGE INTO THE HINGE. THE STEEL BOX SECTION FRAME IS NOW PUSHED ONTO THE HINGE, THIS IS WELDED TO THE HINGE SEE SKETCH NO.31.

SKETCH NO.31



7:8 PACK THE INNER PANEL ALL ROUND BY INSERTING TWO THICKNESSES OF CORRUGATED CARDBOARD BETWEEN THE INNER PANEL AND THE BODY. SEE SKETCH NO.32.

SKETCH NO.32



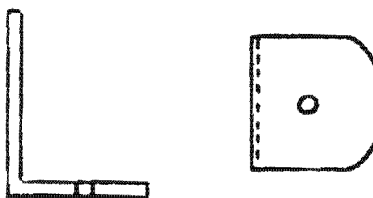
7:9 FIBRE GLASS THE STEEL FRAME TO THE INNER DOOR PANEL USING TWO TO THREE LAYERS OF GLASS FIBRE AND ALLOW TO SET OVER NIGHT.  
 7:10 THE NEXT STEP IS TO LIFT UP THE INNER PANEL/FRAME ASSEMBLY VIA THE HINGE. CUT OUT THE "D" SHAPE OPENING FOR THE GAS RAM IN THE FRONT EDGE OF THE DOOR OPENING TO LINE UP WITH THE HOLE IN THE BOX SECTION UNDER THE WHEEL ARCH. NOW LOWER THE DOOR FRAME ASSEMBLY AND MARK THROUGH FROM UNDER THE WING ONTO THE INNER DOOR PANEL. CUT OUT A REPEAT OF THE "D" YOU HAVE ALREADY CUT IN THE BODY. SEE SKETCH NO.33.

SKETCH NO.33



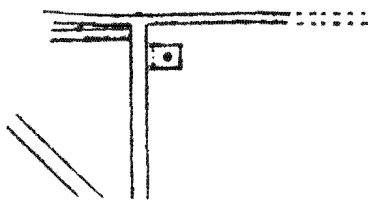
7:11 MAKE UP 2 "L" BRACKETS AS PER SKETCH NO. 34.

SKETCH NO.34



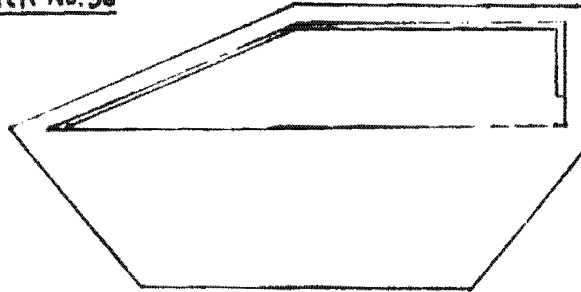
7:12 NOW FIT A GAS RAM THROUGH THE "D" HOLE IN THE INNER DOOR PANEL. THEN FIT IT THROUGH THE BODY AND FIX IT TO THE BOX SECTION UNDER THE FRONT WING USING A BOLT WITH WASHERS AND A NYLOCK NUT. THEN RAISE TO DOOR FRAME ASSEMBLY UNTIL IT'S FRONT EDGE IS APPROXIMATELY PARALLEL WITH THE BOTTOM OF THE DOOR OPENING. FIX THE GAS RAM TO THE "L" BRACKET YOU MADE EARLIER AND WELD THE BRACKET TO THE FRAME. SEE SKETCH NO. 35.

SKETCH NO.35



7.13 REMOVE THE GAS RAM AND PUT IN A SAFE PLACE. CLOSE THE FRAME ASSEMBLY ONTO THE STRIKER AND MAKE SURE IT IS FULLY LOCKED. THE NEXT OPERATION IS FITTING THE OUTER DOOR SKIN. FIRST CUT OUT THE WINDOW OPENING AS PER SKETCH NO.36.

SKETCH NO.36



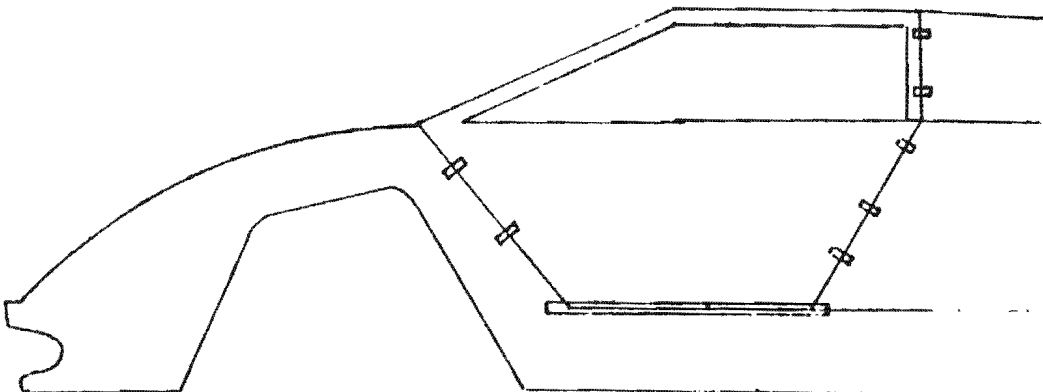
FROM THE WASTE PIECE OF FIBRE GLASS CUT UP STRIPS 1" WIDE AND AND ABOUT 3" TO 4" LONG. YOU NEED 16 TO 20 STRIPS.

OFFER UP THE DOOR SKIN TO THE OPENING AND TRIM TO INNER PANEL IF NECESSARY. MAKE SURE THE FIT IS GOOD ALL ROUND.

SECURE A STRIP OF 1/8" ALLOY OR A PIECE OF ALLOY "L" SECTION ALONG THE BOTTOM OF THE DOOR OPENING WITH SELF TAPPING SCREWS. THE SKIN IS PUT IN PLACE AND RETAINED BY THE STRIP FIXED ALONG THE BOTTOM.

NOW USE THE STRIPS OF FIBRE GLASS WASTE YOU CUT UP EARLIER TO SECURE THE DOOR SKIN IN ITS CORRECT POSITION WITH SELF TAPPING SCREWS. SEE SKETCH NO. 37.

SKETCH NO.37



7:14 CUT UP STRIPS OF GLASS FIBRE MATTING APPROXIMATELY 6" WIDE AND GLASS THE DOOR FRAME ASSEMBLY TO THE OUTER DOOR SKIN WORKING FROM INSIDE THE COCKPIT AREA. LEAVE THE ASSEMBLY TO SET FOR AT LEAST 12 HOURS.

7:15 REMOVE ALL THE RETAINING STRIPS, UNDO THE DOOR LOCK AND HAVE SOMEONE HOLD IT UP FOR YOU SO YOU CAN REMOVE THE HINGE FIXING ALLEN BOLTS. THIS WILL ALLOW THE DOOR TO BE REMOVED FROM THE CAR. PLACE THE DOOR ON A TABLE OR BENCH SO YOU CAN FILL THE EXTERNAL GAPS BETWEEN THE INNER AND OUTER DOOR PANELS WITH FIBRE GLASS FILLER PASTE, PLASTIC PADDING OR SIMILAR FILLERS. DON'T FORGET TO FILL THE HOLES MADE BY THE SELF TAPPING SCREWS ON THE BODY AND THE DOOR AS WELL.

#### 8 FITTING OUT THE DOORS.

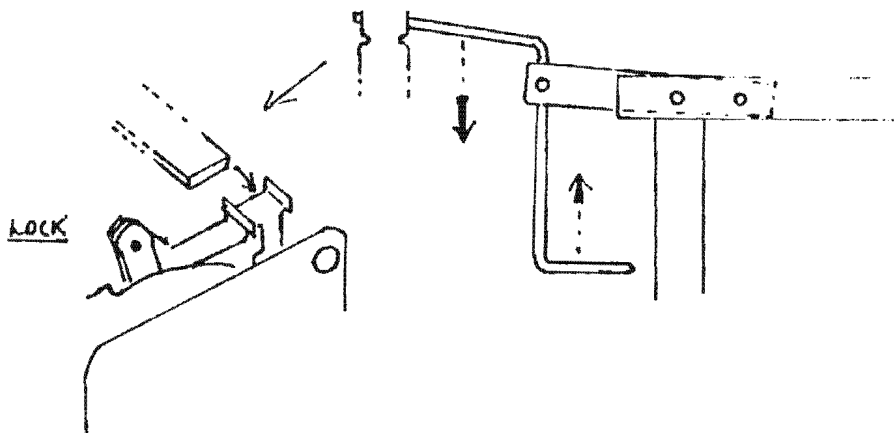
8:1 FIRST CUT DOWN THE 2 ALFETTA DOOR HANDLES SO THAT YOU ARE LEFT WITH ONLY THE PUSH BUTTON AND ITS SURROUND.

8:2 THEN CUT OUT THE CAN-AM SCOOP ON THE DOOR TO ACCEPT THE LOCK BUTTON THIS IS PLACED APPROX 1/3 OF THE WAY IN FROM THE REAR EDGE OF THE DOOR.

8:3 FIX THE BUTTON ASSEMBLY INTO THE DOOR USING SIKAFLEX 221 AND LEAVE TO SET FOR 24 HOURS.

8:4 MAKE UP 2 RELEASE ARMS TO FIT BETWEEN THE LOCKS AND THE BUTTONS AS PER SKETCH No.38

SKETCH NO.38



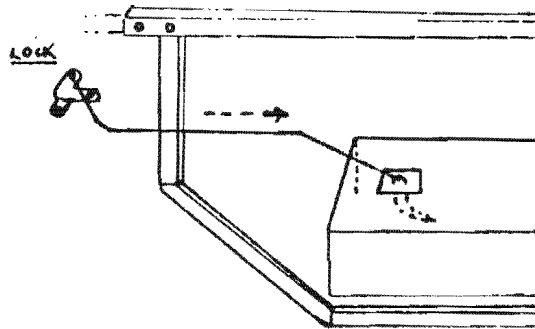
8:5 FIT THE RELEASE ARMS TO THE DOOR FRAME USING A STEEL BAR BOLTED TO DOOR FRAME DO NOT WELD THIS AS IT MAY NEED TO BE REMOVED TO ADJUST THE ASSEMBLY.

8:6 MAKE UP 2 DOOR BOXES IN EITHER WOOD OR FIBRE GLASS AND FIT THEM TO THE DOOR SKIN WITH FIBRE GLASS STRIPS.

8:7 FIT THE 2 FIAT INTERNAL DOOR RELEASE PULLS TO THE TOP OF THE DOOR BOXES AND CONNECT TO THE LOCKS WITH RODS.

AS PER SKETCH No.39

SKETCH NO.39



8:8 IF YOU ARE GOING TO FIT CENTRAL LOCKING THIS SHOULD BE FITTED NOW:- MAKE UP 2 PLATES OF ALLOY TO BOLT ONTO THE DOOR FRAME TOP RAIL. FIX THE LOCKING MOTORS ONTO THE INSIDE OF THE DOORLINE THEN RUN RODS TO THE LOCKS AND CHECK THEIR OPERATION BY HAND AND ADJUST AS REQUIRED.

8:9 NOW SORT OUT THE WINDOW GLASS FOR THE DOORS INTO SETS TRIAL FIT THE ASSEMBLY ONTO THE DOOR AND TRIM THE DOOR AS REQUIRED, MARK THE POSITION OF THE TOP TO BOTTOM FRAME ON BOTH DOORS THEN CUT A 1/2 " SQUARE PIECE OF BOX SECTION STEEL TO FIT FROM THE TOP DOOR RAIL TO THE INSIDE OF THE TOP DOOR GLASS RETAINING LIP TO RUN WITH THE BLACK ALLOY FRAME

8:10 WELD THE BOX SECTION TO THE DOOR RAIL AND FIX THE WINDOW FRAME TO IT USING COUNTER SUNK SELF TAPPING SCREWS.

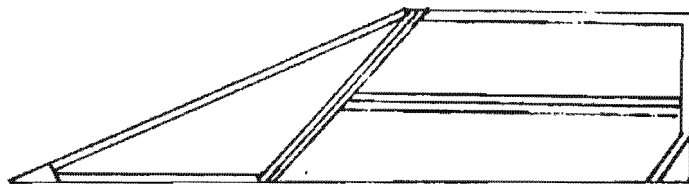
8:11 FIT ALL GLASS INTO THE DOORS WITH THE FRAMES USING SIKAFLEX 221 BLACK AND HOLD IN PLACE WITH TAPE AND WEDGES.

LEAVE TO SET FOR AT LEAST 24 HOURS.

\* NOTE \* MAKE SURE THE DOOR IS PUSHED DOWN ONTO THE BODY TIGHT

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SKETCH No.40 WINDOW ASSEMBLY

SKETCH NO. 40



#### 9 FITTING FUEL SYSTEM.

-----  
9:1 FIT FUEL SENDER TO THE RH TANK AND MAKE SURE IT WORKS.

9:2 FIT THE FUEL TANKS, (WHICH YOU HAVE ALREADY TRIAL FITTED,) ONTO THE CHASSIS.

9:3 FIT CROSS LINK PIPE TO TANK PIPES.

9:4 CUT HOLES IN BODY FOR THE FILLER TO FIT INTO.

9:5 FIT A FUEL OUTPUT PIPE TO THE RH TANK THEN A FILTER IS JOINTED ONTO THE OUTPUT PIPE. THIS FILTER THEN HAS A PIPE FITTED THAT FEEDS INTO THE FUEL PUMP (EFI OR CARB). THE PUMP SHOULD BE MOUNTED VERY LOW IN THE CHASSIS BUT NOT BELOW IT.

WHEN USING AN EFI ENGINE NOW FEED FROM THE PUMP INTO A FILTER

9:6 FIT A BREATHER PIPE TO EACH TANK AND RUN THE PIPES UP THE CHASSIS UPRIGHTS AND THEN FOLD THEM BACK DOWN AGAIN.

9:7 IF USING AN EFI ENGINE YOU NEED TO RUN A RETURN TO EACH TANK VIA A "T" PIECE TO RETURN UNUSED FUEL TO THE TANKS.

## 9 FITTING COOLING SYSTEM.

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9:8 THE RADIATORS (MAXI 1750 OR SIMILAR) FIT INTO THE DIPS IN THE INNER WINGS. THEY NEED TO BE SUPPORTED BY BRACKETS. ONE CAN BE MOUNTED ONTO THE CHASSIS AND ONE TO THE WHEEL ARCH.

9:9 EACH RADIATOR NEEDS AN ELECTRIC FAN MOUNTED BEHIND IT.

9:10 FIT AN AUSTIN ROVER PLASTIC HEADER TANK TO THE MAIN ENGINE BULKHEAD AS HIGH AS POSSIBLE ON THE RIGHT HAND SIDE.

9:11 THE HEATER IS FITTED TO THE FRONT BULKHEAD AND THE FEED AND RETURN PIPES ARE RUN THROUGH THE CENTRE TUNNEL THEN UP TO THE ENGINE.

9:12 THE RADIATORS ARE LINKED IN SERIES I.E. THE OUTPUT FROM THE THERMOSTAT IS FED INTO THE TOP OF THE LEFT HAND RADIATOR, THEN FROM THE BOTTOM OF THE LEFT HAND RADIATOR, ACROSS THE BULKHEAD, INTO THE TOP OF THE RIGHT HAND RADIATOR; THEN OUT OF THE BOTTOM OF THE RIGHT HAND RADIATOR, BACK INTO THE WATER PUMP.

9:13 THE RADIATORS ARE FITTED WITH BLANKING CAPS AND THE VENTS ARE LINKED VIA A "T" PIECE TO THE HEADER TANK, WHICH HAS A STANDARD PRESSURE CAP - NORMALLY 13/15 PSI.

9.14 THE RADIATOR FAN SYSTEM NEEDS A THERMOSWITCH IF ONE IS NOT MOUNTED ON THE ENGINE BLOCK. (THE ROVER V8 EFI HAS IT MOUNTED ON THE THERMOSTAT HOUSING.) YOU EITHER HAVE TO FIT ONE IN THE PIPE TO THE FIRST RADIATOR OR BY USING A CAPILLARY TYPE FITTED UNDER THE HOSE WHERE IT FITS INTO THE TOP OF THE FIRST RADIATOR I.E. KENLOW ETC.

## 10 PREPARATION AND PAINTING.

---

10:1 FIRST FLAT THE TOTAL BODY USING 180/240 GRADE ABRASIVE PAPER. TRY TO DO THIS IN STRAIGHT LINES RUNNING FROM FRONT TO REAR OF THE BODY. YOU CAN DO THIS OF COURSE WITH A "DA" POWER-TOOL OR OTHER TYPES OF POWER SANDERS.

10:2 NOW FILL THE BODY AS NECESSARY USING PLASTIC PADDING OR ISOPON POLYESTER FILL.

10:3 RE- FLAT FILLED AREAS USING 240/360 GRADE ABRASIVE PAPER AND FILL ANY PIN HOLES WITH EITHER ACRYLIC OR POLYESTER STOPPER

10:4 NOW MIST THE ENTIRE BODY WITH A DARK PAINT COLOUR, PREFERABLY MATT BLACK.

10:5 NOW FLAT THE BODY WITH 360 GRADE WET AND DRY PAPER WITH PLENTY OF WATER. THE BLACK SHOULD BE REMOVED COMPLETELY AS THIS IS THERE AS A GUIDE. ANY LARGE IMPERFECTIONS CAN BE REFILLED.

10:6 SPIRIT WIPE THE TOTAL BODY AND THEN APPLY ONE COAT OF ETCH PRIMER AND ALLOW TO DRY FULLY.

10:7 FLAT THE PRIMER NOW WITH A MINIMUM OF 600 WET AND DRY AND PLENTY OF WATER.

10:8 DRY THE PRIMED BODY THOROUGHLY AND WIPE OVER WITH A TACK RAG.

10:9 NOW TOP COAT THE CAR IN TWO PACK PAINT. THIS IS BETTER DONE PROFESSIONALLY.

## 11 FITTING REAR WINDOW.

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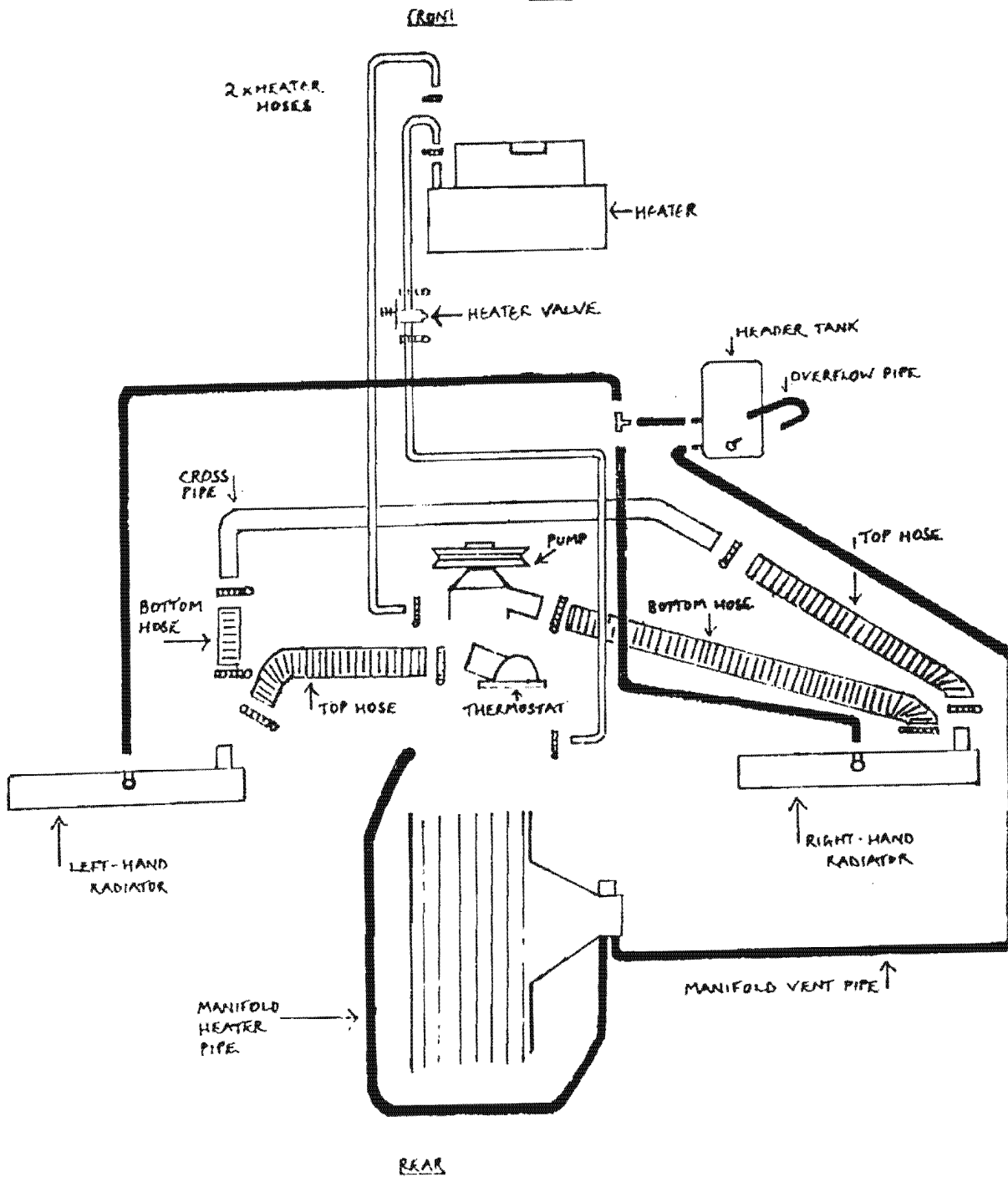
11.1 TRIAL FIT REAR WINDOW TO OPENING. MAKE UP A PIECE OF ALLOY 'L' SECTION TO FILL THE GAP AT THE TOP OF THE WINDOW AND FIX TO THE ROOF WITH SIKAFLEX 221 BLACK AND LEAVE TO SET.

11:2 FIX THE WINDOW INTO THE OPENING USING SIKAFLEX 221 BLACK



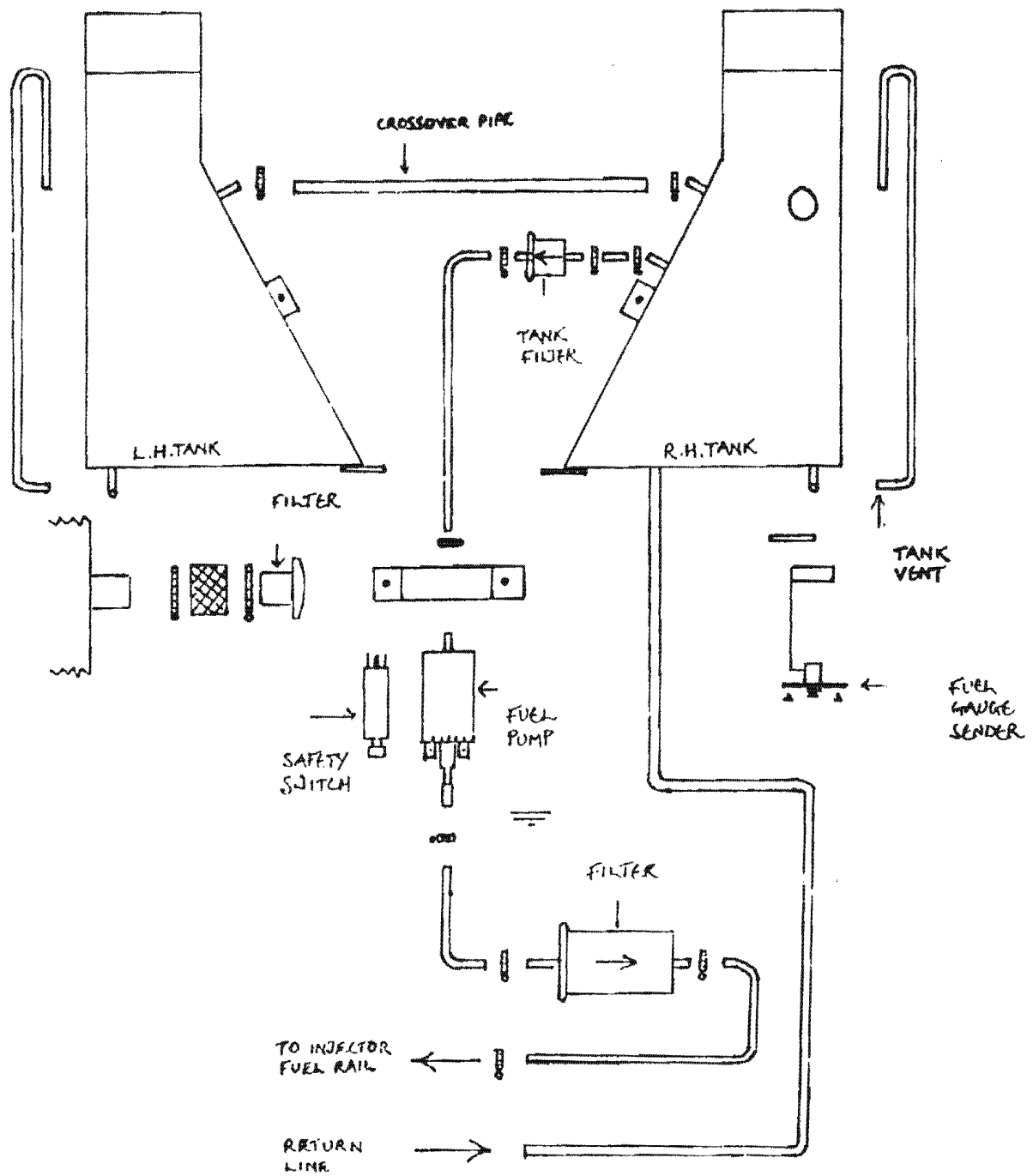
SKETCH NO. 410

# COOLING SYSTEM



SKETCH NO. 410

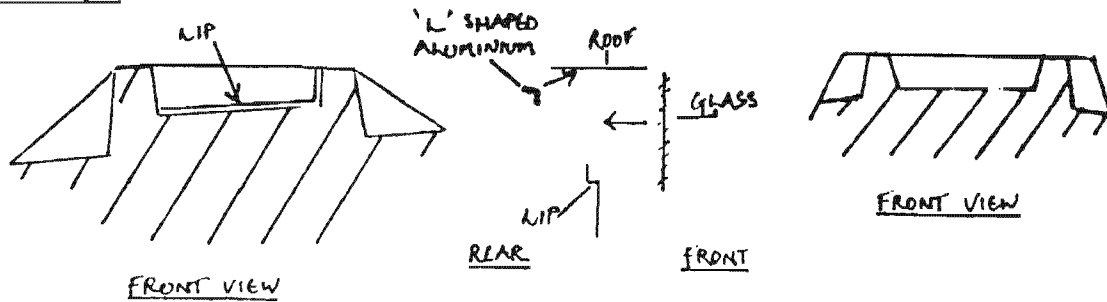
FUEL SYSTEM



MAKING SURE YOU HAVE A GOOD SEAL ALL ROUND THE WINDOW.

SKETCH No.42 REAR WINDOW ASSEMBLY.

SKETCH NO.42



## 12 FITTING GRILLS.

-----

12:1 CLEAN UP AND PRIME ALL THE GRILLS THEN PAINT ALL OF THEM SATIN BLACK EXCEPT THE FRONT ALLOY GRILLS WHICH SHOULD BE SPRAYED SILVER AND LACQUERED.

12:2 FIT THE REAR GRILL'S USING SIKAFLEX 221 BLACK AND WIPE ROUND WITH WHITE SPIRIT.

12:3 FIT THE BOTTOM RADIATOR GRILL'S IN BY PLACING THEM THROUGH THE OPENING THEN BRINGING THEM UP AND FORWARD AND SECURE WITH BLACK SMALL BOLTS.

12:4 FIT THE TOP RADIATOR SCOOP GRILL'S WITH SIKAFLEX 221 BLACK MAKE SURE THAT THE SLATS FACE DOWN AND BACKWARDS HOLD IN PLACE WITH MASKING TAPE AND WEDGES UNTIL SET.

12:5 FIT THE FRONT GRILL'S THROUGH THE BODY USING THE BOLTS SUPPLIED.

12:6 BOLT THE ENGINE COVER GRILL'S INTO THE OPENINGS AND SEAL THE REAR ONE WITH SIKAFLEX 221 BLACK.

### 13 FITTING WIRING LOOM.

-----  
13:1 FIRST LAY THE LOOM OUT ON THE FLOOR AND SORT OUT THE POSITION OF ALL THE ENDS. GET IT INSIDE THE COCKPIT AREA. TAKE THE REAR SECTION THROUGH THE TUNNEL THEN RUN IT DOWN THE RIGHT HAND TOP CHASSIS MEMBER UP THROUGH THE BOOT FLOOR. CABLE TIE IT INTO POSITION.

13.2 NOW LAY THE FRONT SECTION OF THE LOOM THROUGH THE FRONT FIRE WALL AND ROUTE IT DOWN THE LEFT HAND SIDE AND ROUND THE FRONT OF THE CAR, APART FROM THE RH LIFT MOTOR WHICH IS ROUTED TO THE RH SIDE OF THE CAR. NOW SECURE THE LOOM WITH CABLE CLIPS

13:3 LAY THE CENTRE PART OF THE LOOM ACROSS THE DASH SUPPORTS AND SECURE THE PRINTED CIRCUIT BOARD WITH THE FUSES AND RELAYS FACING DOWN UNDER THE DASH, ON THE PASSENGER SIDE OF THE CAR. SECURE THIS BY MEANS OF 4 ALLOY BRACKETS, MAKING SURE THEY DO NOT BRIDGE THE TRACKS ON THE P.C.B.

13:4 RUN THE LOOM OUT TO THE DOOR SWITCHES AND DOWN TO THE INTERIOR LIGHT AS WELL AS THE HAND BRAKE, AND FIX CENTRE EARTH TO FRONT STEEL FRAME (FIRE WALL.)

13:5 FOLLOW THE P.C.B. WIRING INSTRUCTIONS AND PLUG THE LOOM WIRES INTO THE BOARD. THEN CABLE TIE THIS SECTION OF THE LOOM TO THE DASH FRAME.

13:6 PLUG IN RELAYS AND ELECTRONIC FLASHER UNIT AS PER DIAGRAM NOTE THERE ARE TWO TYPES OF RELAYS USED. MAKE SURE YOU FIT THE RIGHT ONES YOU CAN FIT A 2 WAY INTO SINGLE BUT NOT THE OTHER WAY ROUND.

13:7 FIT THE IGNITION SWITCH, PREWIRED ON THE LOOM TO THE IGNITION LOCK ON THE STEERING COLUMN USING 2 PHILIPS SCREWS.

13:8 FIT THE CORTINA MK4/5 COLUMN SWITCHES.

WIPER/LIGHTING ON THE RIGHT HAND SIDE.

INDICATOR/HORN/BEAM CONTROL TO THE LEFT HAND SIDE.

NOW PLUG THE LOOM INTO THE SWITCHES AND CABLE TIE ALL WIRES TO  
COLUMN AND DASH FRAME.

13.9 NOW CARRY ON WITH THE REST OF THE WIRING AS PER THE  
FOLLOWING WIRING INSTRUCTIONS:

NOSE AREA

SIDE LIGHT REPEATER

GREEN/WHITE	= LAMP
BLACK	= EARTH -

SIDE LIGHT + INDICATOR UNIT RH

GREEN/WHITE X2	= INDICATOR LAMP
RED	= SIDE LAMP
BLACK X2	= EARTH -

HEAD LIGHT ASSY MAIN ONLY RH

BLUE/WHITE	= LAMP
BLACK	= EARTH -

HEAD LIGHT ASSY MAIN & DIP RH

BLUE/WHITE X2	= MAIN LAMP
BLUE/RED	= DIP LAMP
BLACK X2	= EARTH -

FRONT FOG/SPOT RH

RED/YELLOW	= LAMP
BLACK	= EARTH -

FRONT EARTHS

BLACKS WITH TAGS	= CHASSIS
------------------	-----------

FRONT FOG/SPOT LH

RED/YELLOW X2	= LAMP
BLACK	= EARTH -

HORN

PURPLE/YELLOW		= HORN OR AIR PUMP
BLACK		= EARTH -

SIDE LIGHT + INDICATOR UNIT LH

GREEN/RED	X2	= INDICATOR LAMP
RED		= SIDE LAMP
BLACK	X2	= EARTH -

SIDE INDICATOR REPEATER LH

GREEN/RED		= LAMP
BLACK		= EARTH -

HEADLIGHT ASSY MAIN ONLY LH

BLUE/WHITE		= LAMP
BLACK	X2	= EARTH -

HEADLIGHT ASSY MAIN & DIP LH

BLUE/RED		= MAIN LAMP
BLUE/WHITE	X2	= DIP LAMP
BLACK		= EARTH -

HEAD LAMP LIFT MOTOR LH

YELLOW/GREEN		= UPPER LIMIT SW.
YELLOW/RED		= MOTOR SUPPLY
YELLOW/WHITE		= LOWER LIMIT SW.
YELLOW/BROWN		= SW.COMMON
BLACK		= EARTH -

HEAD LAMP LIFT MOTOR RH

GREY		= SW.COMMON
YELLOW/GREEN		= UPPER LIMIT SW.
YELLOW/WHITE		= LOWER LIMIT SW.
YELLOW/RED		= MOTOR SUPPLY
BLACK		= EARTH -

SCREEN WASH PUMP

Lt. GREEN/BLACK		= SUPPLY
BLACK		= EARTH -

#### WIPER MOTOR

YELLOW/BLUE	= FAST
BLUE/BROWN x 2	= PARK
RED/GREEN	= SLOW
BROWN/GREEN x 2	= MOTOR SUPPLY
BLACK X2	= EARTH -

#### STOP LIGHT SWITCH

GREEN/PURPLE	= SWITCH TAG 1
GREEN/PURPLE	= SWITCH TAG 2

#### BRAKE FLUID LEVEL SENSOR

BLACK/WHITE X 2	= CONNECT TO ONE TAG ON LEVEL SENSOR, SECOND SENSOR TO BE WIRED IN PARALLEL
BLACK	= EARTH -

#### COCKPIT AREA LH OR RH DRIVE

-----

#### CENTRE EARTHS

BLACKS WITH TAG	= CHASSIS
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#### RADIO

YELLOW	= IGN SUPPLY
PURPLE	= MEMORY SUPPLY
BLACK	= EARTH -

#### CLOCK

YELLOW	X2	= IGN SUPPLY
PURPLE	X2	= MEMORY SUPPLY
RED	X2	= LIGHTING SUPPLY
BLACK	X2	= EARTH -

#### DOOR LIGHT SWITCH RH

PURPLE/GREEN	= SWITCH TAG
BLACK	= EARTH -

#### HEATER MOTOR

GREEN/BLACK	= 1st SUPPLY
GREEN/YELLOW	= 2nd SUPPLY
GREY	= 3rd SUPPLY
BLACK	= EARTH -

GREEN OUT. TO CATCH  
RED LIVE T FUSE  
BEHIND CATCH

DIM DIP UNIT ( LUCAS SRB451 )

WHITE/BLUE	= TAG 1
BLUE/RED	= TAG 2
BLUE/WHITE	= TAG 4
RED	= TAG 5
WHITE	= TAG 3

AIR CONDITIONING RELAY

BROWN	= PERMANENT UNFUSED SUPPLY AN IN LINE FUSE TO BE FITTED IN THIS CABLE 25 amp
Lt GREEN	= ENERGISES RELAY FROM AIRCON CONTROL SWITCH
BLACK	= RELAY EARTH
BROWN/GREEN	= RELAY OUTPUT TO COMPRESSOR

WIPER DELAY RELAY

BLUE/BROWN	= RELAY 31b1
BROWN/GREEN	= RELAY 54
PURPLE/RED	= RELAY 31b2
BLACK	= RELAY 31

DOOR LIGHT SWITCH LH

PURPLE/GREEN	= SWITCH TAG
BLACK	= EARTH

CENTRE CONSOLE SWITCHES

-----  
RADIATOR FAN OVER RIDE

RED/Lt GREEN x2	= SWITCH OUT
BROWN	= SUPPLY
BLACK x2	= EARTH

FRONT FOG LIGHTS

RED/YELLOW	= SWITCH OUT
RED/WHITE	= SUPPLY
BLACK x2	= EARTH

AIRCON CONTROL

TWIN BLACK CABLE	= TWIN BLACK FROM AIRCON UNIT
BLACK/WHITE	= SAFETY SWITCH
RED/Lt GREEN	= TO RAD FAN RELAY VIA A DIODE
RED	= SUPPLY FROM HEATER SWITCH
BLACK	= EARTH



REAR FOG LIGHTS

RED/BLUE	= SWITCH TAG 1
RED/BLUE	= SWITCH TAG 2
BLACK x2	= EARTH

HAZARD WARNING SWITCH

GREEN/RED x3	= CONTACT No,1
GREEN/WHITE x3	= CONTACT No,2
GREEN/PURPLE	= COMMON SUPPLY
BLACK x2	= EARTH

HEATER SWITCH

GREY	= FULL SPEED
GREEN/YELLOW	= HALF SPEED
GREEN/BLACK	= SLOW SPEED
GREEN	= SUPPLY

CIGAR LIGHTER

RED/WHITE	= LIGHT SUPPLY
GREEN	= LIGHTER SUPPLY
BLACK	= EARTH

HAND BRAKE WARNING SWITCH

BLACK/WHITE	= SWITCH TAG
BLACK	= EARTH

INTERIOR LIGHT UNIT

PURPLE/WHITE	= SUPPLY
PURPLE/GREEN	= SWITCHED EARTH (DOOR SWITCHES)
BLACK	= EARTH

INSTRUMENT AND DASH PANEL R/H AND L/H DRIVE

-----

FUEL GAUGE

RED/WHITE	= PANEL LAMP SUPPLY
WHITE x2	= IGNITION SUPPLY
GREEN/BLACK	= FROM TANK UNIT
BLACK	= EARTH

WATER TEMP GAUGE

RED/WHITE x2	= PANEL LAMP SUPPLY
WHITE x2	= IGNITION SUPPLY
BLUE/GREEN	= FROM TEMP SENDER
BLACK x2	= EARTH

R.P.M. COUNTER (STEWART WARNER)

RED/WHITE x2	= PANEL LAMP SUPPLY
WHITE x2	= IGNITION SUPPLY
BLACK x2	= EARTH
BLACK x2	= EARTH
WHITE (SINGLE)	= TO COIL +

OIL PRESSURE GAUGE

RED/WHITE x2	= PANEL LAMP SUPPLY
WHITE x2	= IGNITION SUPPLY
WHITE/BROWN	= FROM SENDER UNIT(ELECTRICAL NOT USED IF MECHANICAL GAUGE)
BLACK x2	= EARTH

SPEEDO

RED/WHITE x2	= PANEL LAMP SUPPLY
BLACK x2	= EARTH

OIL TEMP GAUGE

RED/WHITE x2	= PANEL LAMP SUPPLY
WHITE x2	= IGNITION SUPPLY
RED/BLUE	= FROM SENDER UNIT
BLACK x2	= EARTH

VOLTMETER

RED/WHITE x2	= PANEL LAMP SUPPLY
WHITE x2	= IGNITION SUPPLY
BLACK x2	= EARTH

WARNING LIGHTS

BROWN/YELLOW	= FROM ALTERNATOR
WHITE x2	= IGNITION SUPPLY

INDICATOR LEFT HAND

Lt GREEN/BLACK	= SUPPLY
BLACK x2	= EARTH

MAIN BEAM WARNING

BLUE/WHITE	= SUPPLY
BLACK x2	= EARTH

OIL PRESSURE

WHITE x2	= IGNITION SUPPLY
WHITE/BLUE x2	= OIL PRESSURE SWITCH

INDICATOR RIGHT HAND

Lt GREEN/YELLOW	= SUPPLY
BLACK x2	= EARTH

HAND BRAKE/FLUID LEVELS BRAKE AND CLUTCH

BLACK/WHITE	= SWITCHED EARTHS
WHITE	= SUPPLY

ENGINE BAY

-----

FUEL GAUGE SENDER

GREEN/BLACK	= GAUGE OUTPUT
BLACK	= EARTH

RADIATOR FAN RH SIDE

RED/BLACK	= MOTOR + SUPPLY
BLACK	= EARTH

RADIATOR FAN LH SIDE

RED/BLACK	= MOTOR + SUPPLY
BLACK	= EARTH

STARTER MOTOR

BROWN	= SOLENOIDE BATTERY TERMINAL +
WHITE/RED	= IGNITION START POSITION SUPPLY

ENGINE LOOM PLUG

-----

2mm WHITE	= IGNITION SUPPLY
RED/BLUE	= OIL TEMP SENDER
1mm WHITE	= COIL + SUPPLY
BROWN/YELLOW	= ALTERNATOR WARNING LIGHT
WHITE/BROWN	= OIL PRESSURE SENDER(ELECTRICAL)
WHITE/BLUE	= OIL PRESSURE SWITCH
BLUE/GREEN	= WATER TEMP SENDER
RED/Lt GREEN	= FAN SWITCH OUTPUT OTHER SIDE OF SWITCH MUST BE FEED DIRECT FROM BATTERY POSITIVE +

AIRCON COMPRESSOR CLUTCH

BROWN/GREEN	= SUPPLY (OTHER SIDE OF CLUTCH IS EARTHED TO ENGINE EARTH)
-------------	--

GEAR BOX REVERSE SWITCH

GREEN/BROWN	= TAG 1
GREEN/BROWN	= TAG 2

REAR EARTHS

BLACK'S WITH TAGS	= SCREW TO CHASSIS
-------------------	--------------------

REAR BOOT

-----

SIDE MARKER (IF USED)

RED	= LAMP SUPPLY
BLACK	= EARTH

REAR LIGHT ASSEMBLY RH

GREEN/WHITE x2	= INDICATOR SUPPLY
GREEN/BROWN x2	= REVERSE LIGHT SUPPLY
GREEN/PURPLE x2	= BRAKE LIGHT SUPPLY
RED	= SIDE LIGHT SUPPLY
BLACK x2	= EARTH

REAR FOG LIGHT RH

RED/BLUE x2	= LAMP SUPPLY
BLACK x2	= EARTH

No. PLATE LIGHT RH

RED x2	= LAMP SUPPLY
BLACK x2	= EARTH

No. PLATE LIGHT LH

RED x2	= LAMP SUPPLY
BLACK x2	= EARTH

REAR FOG LIGHT LH

RED/BLUE	= LAMP SUPPLY
BLACK	= EARTH

REAR LIGHT ASSEMBLY LH

GREEN/RED x2	= INDICATOR SUPPLY
GREEN/BROWN	= REVERSE LIGHT SUPPLY
GREEN/PURPLE	= BRAKE LIGHT SUPPLY
RED	= SIDE LIGHT SUPPLY
BLACK x2	= EARTH

SIDE MARKER LH(IF USED)

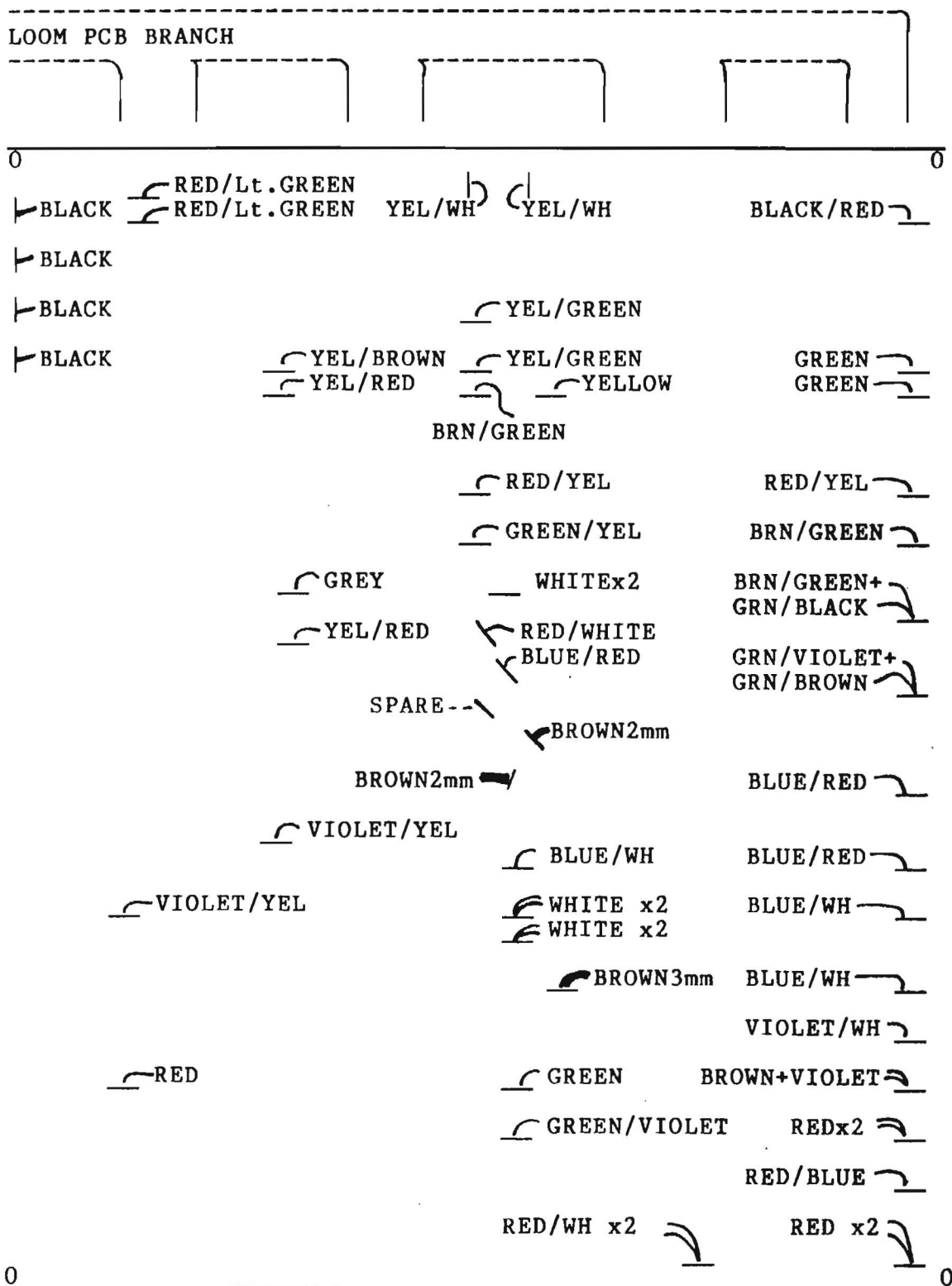
RED  
BLACK

= LAMP SUPPLY  
= EARTH

P.C.B. PROVA COUNTACH FUSE/RELAY LOCATIONS

SPARE RELAY -----	ELECTRONIC FLASHER UNIT -----	SPARE FUSES 10/15/20 amp
DIM DIP RELAY 1 WAY -----	HAZARD RELAY 1 WAY -----	F 14/10amp SIDE LIGHTS F 13/10amp SIDE LIGHTS F 12/10amp IND/HAZARD
HORN RELAY 1 WAY -----	MAIN BEAM RELAY 1 WAY -----	F 11/ 5amp INT. LIGHT F 10/15amp MAIN BEAM F 9/15amp MAIN BEAM
HEAD LIGHT LIFT 2 WAY -----	DIP BEAM RELAY 1 WAY -----	F 8/10amp DIP BEAM F 7/10amp DIP BEAM F 6/10amp BRAKE/REV F 5/10amp WIPER/WASHER
HEAD LIGHT LIFT 2 WAY -----	FOG FLASH RELAY 2 WAY -----	F 4/15amp SPOT LIGHTS F 3/10amp HEATER/CIGAR F 2/15amp HORN
RADIATOR FAN RELAY 1 WAY -----	HEADLIGHT UP/DOWN 2 WAY -----	F 1/20amp RAD FANS

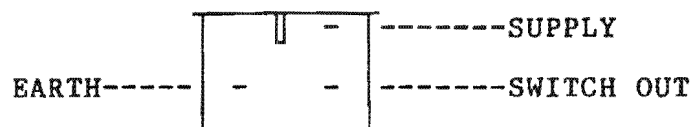
# PRINTED CIRCUIT BOARD WIRE FITTING DIAGRAM



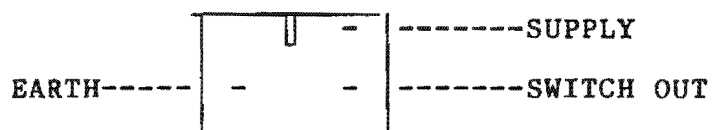
# PLUGS AND RELAY'S WIRING DATA

## CONSUL SWITCHES USING TALBOT/HORIZON/ALPINE STYLE

### RAD FAN OVERRIDE SWITCH:- USING HEATED REAR WINDOW SWITCH



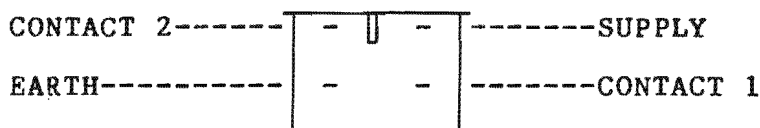
### FRONT FOG LIGHT SWITCH



### REAR FOG SWITCH USING FRONT FOG SWITCH

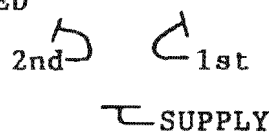


### HAZARD WARNING SWITCH

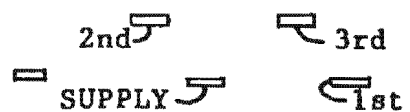


### HEATER SWITCH VAUXHALL CAVILIER/CHEVETTE

2 SPEED

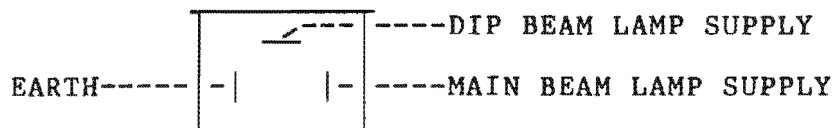


3 SPEED

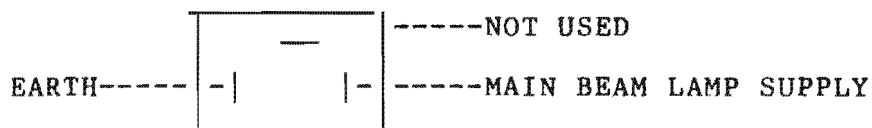


# HEADLIGHT UNIT WIRING

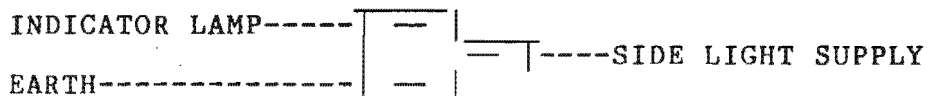
## MAIN/DIP UNIT



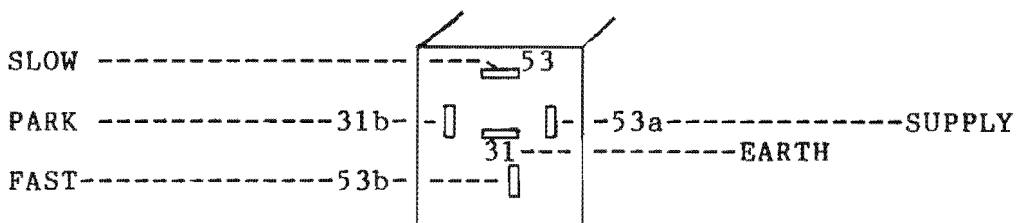
## MAIN ONLY UNIT



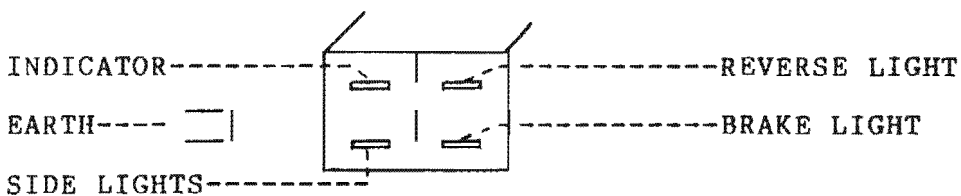
# SIDE LIGHT WIRING DATA FOR FERRARI 308 UNITS



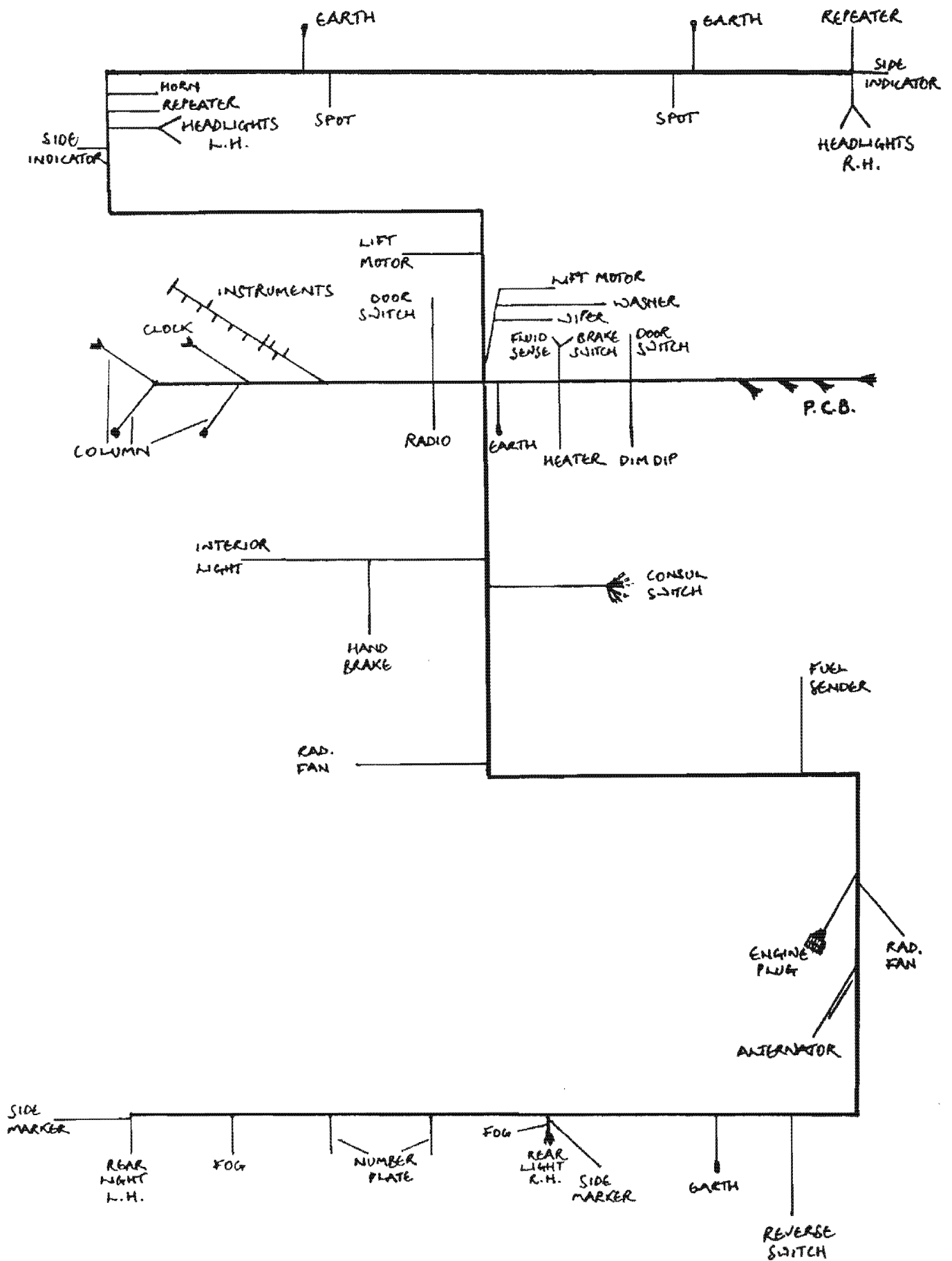
## WIPER MOTOR CONNECTIONS



## REAR LIGHTS ORIGINAL





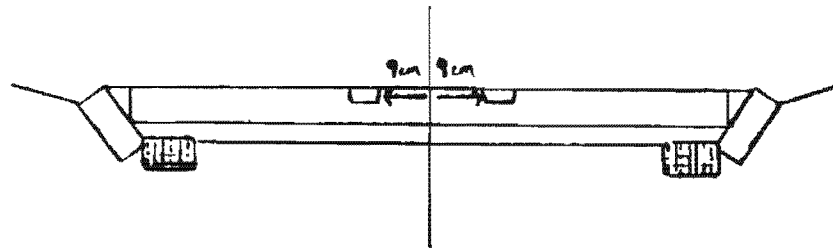


14 FITTING OUT THE CAR.

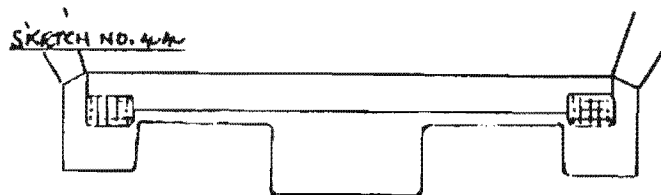
14:1 FIT THE ROOF AERIAL BY DRILLING A HOLE JUST BACK FROM THE FRONT ROOF SUPPORT BAR IN THE CENTRE  
THEN FIX THE AERIAL INTO IT, BRING THE LEAD DOWN ONE OF THE WINDSCREEN PILLARS

14:2 FIT THE NUMBER PLATE LIGHTS INTO THE REAR BOOT AS PER SKETCH No. 43

SKETCH NO. 43



14:3 FIT THE REAR FOG LIGHTS ONTO THE REAR PANEL AS PER SKETCH No. 44



14:4 FIT THE REAR REFLECTORS YOU PREPARED IN 5:7 USING SIKAFLEX 221 BLACK ( IT IS A GOOD IDEA TO SPRAY THE SILVER SIDE AGAIN TO PREVENT ANY BLACK SHOWING THROUGH ) FIT THE REAR LIGHTS AT THE SAME TIME BUT DO NOT GET ANY SIKAFLEX ON THE LENSES AS YOU NEED TO REMOVE THEM TO CHANGE THE BULBS.

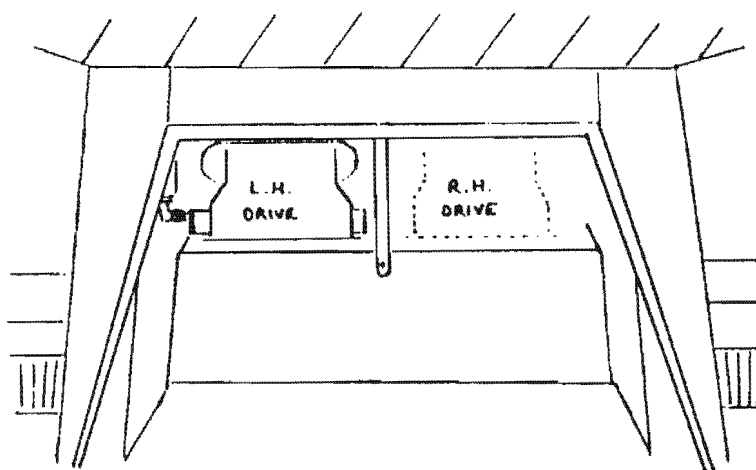
14:5 FIT THE ENGINE COVER TO THE BODY AND LINE UP CORRECTLY  
THEN MAKE A STAY SIMILAR TO A FORD BONNET STAY AND FIT

14:6 FIT THE BOOT LID TO THE BODY AND THEN MAKE UP A STAY THIS CAN EITHER BE A BOUGHT IN ITEM OR A SMALL GAS RAM

14:7 FIT THE HEATER INTO THE FRONT BONNET UNDER THE FRONT PANEL ON THE OPPOSITE SIDE TO THE WIPER MOTOR ASSEMBLY

FIT THE HOSES ( INPUT FROM ENGINE TO THE TOP AND OUTPUT FROM THE HEATER TO THE BOTTOM ) SEE SKETCH No. 45

SKETCH NO. 45



14:8 FIT THE WASHER BOTTLE ON TO THE WHEEL ARCH INSIDE THE FRONT BONNET ON THE SAME SIDE AS THE WIPER MOTOR ASSEMBLY UNDER THE HEAD LIGHT UNIT

FIT THE WASHER NOZZLES INTO THE HOLES AND RUN THE PIPE UP TO THEM USING A "T" BETWEEN THE JETS

14:9 PAINT THE FRONT FACE OF THE HEADLIGHT UNITS SATIN OR GLOSS BLACK THEN FIT THE BOWL'S INTO THE PODS

FIT THE LIGHT PODS INTO THE BODY

RUN THE WIRES TROUGH THE BOWLS AND FIT THE SEALED BEAM LIGHTS TO THE BOWLS AS FOLLOW'S:

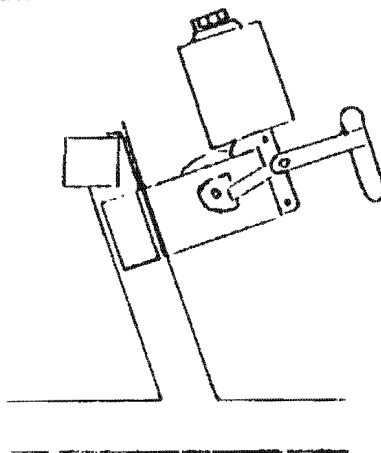
MAIN/DIP UNIT TO THE OUTSIDE AND THE MAIN ONLY UNIT INSIDE

SECURE THE LIGHTS ARE NOT UPSIDE DOWN

14:10 FIT THE LIFT MOTORS UNDER THE WHEEL ARCHES AS PER

SKETCH No. 46

SKETCH NO. 46

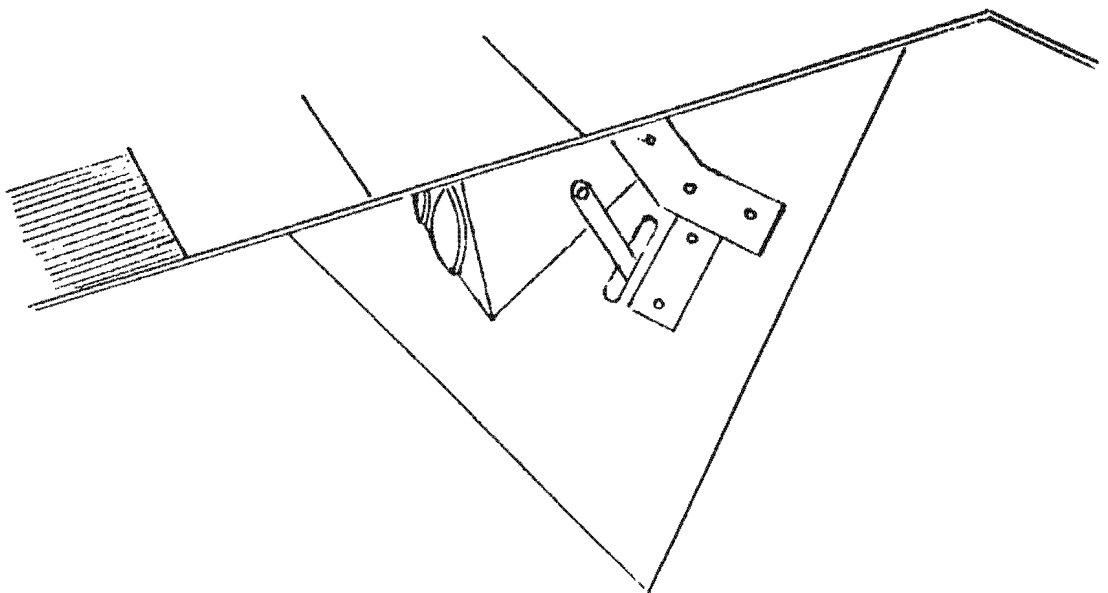


14:11 CUT A SLOT IN EACH ARCH IN LINE WITH THE INSIDE OF THE  
LIGHT POD AND THE LIFT MOTOR CAM

14:12 MAKE A FLAT BAR TO RUN BETWEEN THE CAM AND THE LAMP POD

14:13 OPERATE THE LIFT MOTORS BY SWITCHING ON AND OFF THE LIGHT  
SWITCH ON THE COLUMN WORK OUT THE POSITION OF THE HOLE IN THE  
LAMP POD TO GIVE FULL UP/DOWN TRAVEL SEE SKETCH No. 47

SKETCH NO. 47



14:14 FIT THE FRONT INDICATOR/SIDE LIGHT UNIT INTO THE HOLE YOU CUT EARLIER 5:10 THE INDICATOR LENS ( AMBER ) GOES TO THE OUTSIDE OF THE CAR

14:15 FIT THE FRONT INDICATOR/SIDE LIGHT COVERS WITH THE WHITE STRIPES ON THE INSIDE.

FIT A FOAM RUBBER SEAL ROUND THE OPENING.

DRILL A HOLE IN EACH CORNER OF THE COVER FOR THE FIXING SCREWS ( BLACK SELF TAPPERS ). SPRAY PAINT A SATIN BLACK BORDER ROUND THE COVER THEN ASSEMBLE THE COVER ONTO THE CAR.

MAKE SURE THE LIGHTS ARE IN THE HOLDERS BEFORE FINAL ASSEMBLY.

14:16 FIT THE SIDE INDICATOR REPEATERS INTO THE HOLES CUT BEFORE 5:9.

14:17 FIT THE TWIN AIR HORNS AND PUMP INTO THE FRONT BOOT ON THE OPPOSITE SIDE TO THE WASHER BOTTLE

14:18 FIT THE FRONT SPOT LIGHTS INTO THE OPENINGS FROM BEHIND

14:19 FIT THE WIPER MOTOR THROUGH THE HOLE IN THE BODY AND SECURE WITH THE PLASTIC SPINDLE NUT THEN FIX TO THE WHEEL ARCH.

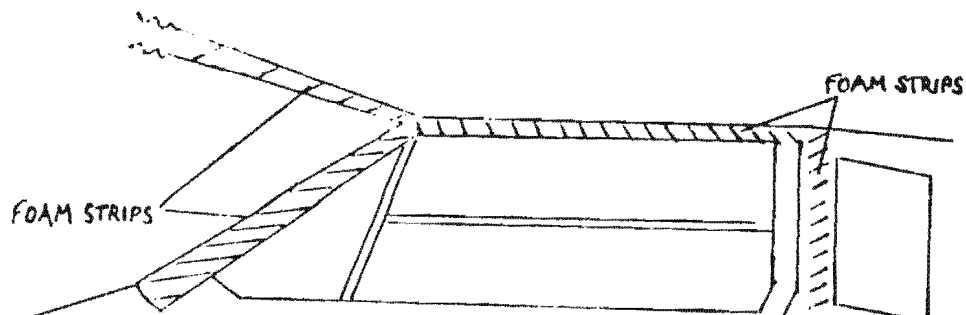
14:20 WIRE UP ALL THE ABOVE ITEMS AS PER CHAPTER 13.

15 TRIMMING AND WINDSCREEN FITTING INCLUDING REAR QUARTER  
-----  
LIGHTS.  
-----

15:1 FIT FOAM STRIPS UP THE WINDSCREEN PILLARS ACROSS THE ROOF FRONT SECTION AND ALONG THE DOOR/ROOF OPENING THEN FIX FOAM STRIPS DOWN THE BODY BETWEEN THE DOOR OPENING AND THE QUARTER LIGHTS SEE SKETCH No. 48

MAKE SURE THE AERIAL LEAD IS FITTED UNDER THE FOAM ON ONE SIDE OF THE WINDSCREEN

SKETCH NO. 48

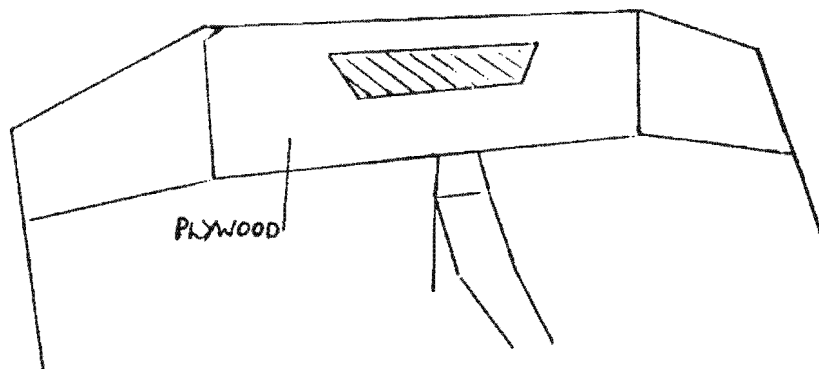


15:2 MAKE UP A THIN PLYWOOD PANEL THE SIZE OF THE ROOF TO MEET TIGHTLY WITH THE FOAM THEN COVER WITH LEATHER DRAWN TIGHTLY

15:3 MAKE A PLYWOOD PANEL THE SHAPE OF THE REAR WINDOW PANEL COMING DOWN TO TOUCH ONTO THE CENTRE TUNNEL COVER

SEE SKETCH No. 49

SKETCH NO. 49



THEN COVER THIS PANEL WITH LEATHER.

15:4 NOW CUT LEATHER STRIPS TO WRAP ROUND THE FOAM ON THE PILLARS ETC. AND GLUE IN PLACE.

15:5 FIX THE ROOF PANEL IN PLACE WITH SIKAFLEX 221 AND WEDGE UP IN PLACE LEAVE TO SET OVER NIGHT

15:6 FIT LEATHER ALL ROUND THE QUARTER LIGHT AREA

15:7 FIX THE REAR WINDOW PANEL IN PLACE USING SELF TAPPING SCREWS THROUGH FROM THE ENGINE BAY PUSHED UP TIGHT AGAINST THE ROOF PANEL

15:8 THE GLASS QUARTER LIGHTS CAN NOW BE FITTED IN PLACE WITH SIKAFLEX 221 BLACK. MASK THE LEATHER OFF FIRST WITH TAPE

15:9 FIX BLACK LEATHER STRIPS ROUND THE BOTTOM OF THE WINDSCREEN OPENING

15:10 MASK OFF ALL THE LEATHER ROUND THE SCREEN OPENING VERY WELL

15:11 PAINT A STRIP APPROX 1" WIDE BLACK ALL ROUND THE INSIDE OF THE SCREEN AND ALLOW TO DRY BEFORE FITTING

15:12 FILL THE WINDSCREEN CHANNEL WITH SIKAFLEX 221 OR 255 BLACK THEN WITH ONE PERSON INSIDE TO SUPPORT THE SCREEN PLACE THE SCREEN ON THE BOTTOM LIP AND LOWER BACK INTO POSITION.CLEAN OFF EXCESS SIKAFLEX WITH WHITE SPIRIT AND LEAVE TO SET.( YOU MAY FIND IT BETTER TO FIT THE SCREEN AFTER THE INTERIOR CHAPTER 16 )

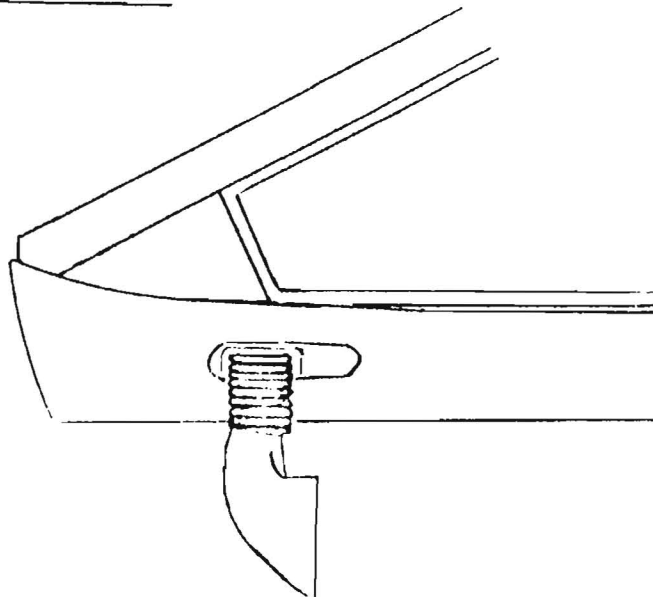
15:13 NOW FIT THE PLASTIC STRIP ALL ROUND THE WINDSCREEN, QUARTER LIGHTS AND DOOR GLASS USING SIKAFLEX 221 BLACK

15:14 FIT THE WIPER BLADE ASSEMBLY TO THE SPINDLE AND CHECK OPERATION. YOU WILL HAVE TO ADJUST THE CAM POSITION TO GET THE CORRECT SWEEP.

15:15 FIT THE FRONT BONNET INTO POSITION AND MAKE A CHECK STRAP UP SO WHEN IT IS OPEN IS STOPS OVER VERTICAL. THIS CAN BE A THOTTLE CABLE INNER OR A STRONG PIECE OF WIRE WITH EYELETS FIXED ON EITHER END SCREWED TO THE BONNET AND THE WHEEL ARCH.

15:16 FIT DOOR MIRRORS TO THE DOOR AS PER SKETCH No. 50

SKETCH NO. 50



16 FITTING THE INTERIOR.

-----  
16:1 FIRST YOU FIT CARPET UP THE REAR FIRE WALL TO MEET THE  
REAR PANEL.

THEN FIT CARPET TO THE FLOOR AREA

FIT CARPET ROUND THE FRONT BULK HEAD AREA AND UP THE SIDE OF  
THE FRONT DOOR OPENING TAKING IT BACK TO JUST UNDER THE SILL  
COVERS.

16:2 FIRST FIT THE DASH MAIN UNIT ONTO THE BOX SECTION TO WHICH  
THE STEERING COLUMN IS FITTED AND SECURE WITH THE SCREWS  
SUPPLIED

16:3 NOW FIT THE VENTS INTO DEMIST PANEL THEN JOIN THE HEATER  
DEMIST PIPES TO THE VENTS AND SECURE THE PANEL TO THE DASH WITH  
BLACK SELF TAPPING SCREWS

16:4 FIT THE INSTRUMENT PANEL TOP COVER ONTO THE DASH PANEL  
WITH THE SCREWS SUPPLIED

16:5 FIT THE INSTRUMENT PANEL INTO THE DASH

16:6 FIT THE ASH TRAY AND INTERIOR LIGHT INTO THE TUNNEL COVER

16:7 FIT THE TUNNEL COVER IN POSITION THEN FIT THE FRONT SIDE  
PANELS TO IT

16:8 FIT THE CONSUL UNIT TO THE SIDE PANELS

16:9 FIT THE DOOR SEAL ROUND THE DOOR OPENING THEN FIT THE SILL  
COVER IN POSITION SECURING THEM THROUGH FROM THE DOOR OPENING  
LIP WITH COUNTER SUNK SELF TAPPING SCREWS

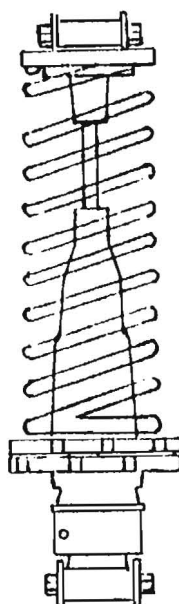
16:10 FIT SEAT BELTS INTO THE HOLES IN THE CHASSIS THROUGH THE  
FIBRE GLASS

16:11 FIT A SEAT RUNNER TO THE DRIVERS SEAT FRAME THEN SECURE  
BOTH SEATS INTO POSITION BOLTING THEM THROUGH THE FLOOR PANS



16:12 FIT CARPET OR LEATHER TO THE DOOR BOXES  
16:13 FIT SOME LEATHER STRIPS OVER THE TOP DOOR FRAME  
16:14 CUT OUT THE LEATHER FROM THE OPENING IN THE DOOR CARDS  
AND GLUE OR STAPLE IT BACK  
16:15 FIT THE DOOR CARDS IN POSITION WITH SELF TAPPING SCREWS  
AND MAKE SURE THE DOOR CLOSES O.K. YOU MAY HAVE TO TRIM THE  
DOOR CARDS A LITTLE TO GET A GOOD FIT  
16:16 FIT A GATE TO THE GEAR SHIFT OR A GATER  
16:17 IT'S A GOOD IDEA TO FIT AN ALLOY PANEL BESIDE THE PEDALS  
ON THE TUNNEL AS PER THE ORIGINAL CAR WHERE THE SIDE OF YOUR  
SHOES CAN TOUCH THE LEATHER  
16:18 FIT THE INTERIOR MIRROR IN THE CENTRE OF THE SCREEN TOP  
17 SETTING UP THE CAR.  
-----  
17:1 FIRST MAKE SURE YOU HAVE BLED THE BRAKES THEN ADJUST THE  
SHOCK SETTINGS SEE SKETCH NO. 51 FIRST TURN THE LITTLE SCREW  
FULLY ANTI-CLOCK WISE THEN SET THE FRONT ONE'S 3 CLICKS  
CLOCK WISE AND THE REAR 4 CLICKS CLOCK WISE  
17:2 NOW SET THE SPRINGS TO THEIR APPROXIMATE SETTINGS FIRST  
UNDO THE BOTTOM LOCKING RING THEN SCREW UP THE RING WHICH THE

SKETCH NO. 51



SPRING SITS ON SO THERE IS  $1\frac{3}{4}$  ins ( 43 mm ) OF THREAD SHOWING  
ON THE REAR SPRINGS AND  $1\frac{1}{4}$  ins ( 30 mm ) ON THE FRONT SPRINGS  
THEN SCREW THE BOTTOM RING UP TO OTHER RING TO LOCK IT BUT DO  
NOT TIGHTEN TOO MUCH YOU MAY HAVE TO RESET THE SPRINGS LATER

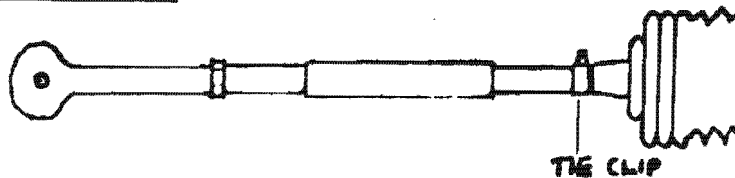
17:3 NOW FIT THE ROAD WHEELS AND TYRES

17:4 SIT THE CAR DOWN ON THE WHEELS AND ROLL IT BACKWARDS AND  
FORWARDS AT LEAST TWICE THEN ADJUST THE TRACK ROD ENDS

SO THE FRONT WHEELS ARE PARALLEL. THEN SET THEM TO TURN IN  
APPROXIMATELY  $\frac{1}{4}$  ins ( 5 mm ) AT THE FRONT EDGE OF THE RIMS  
THEN ROLL THE CAR AGAIN AND RE CHECK

SEE SKETCH No. 52

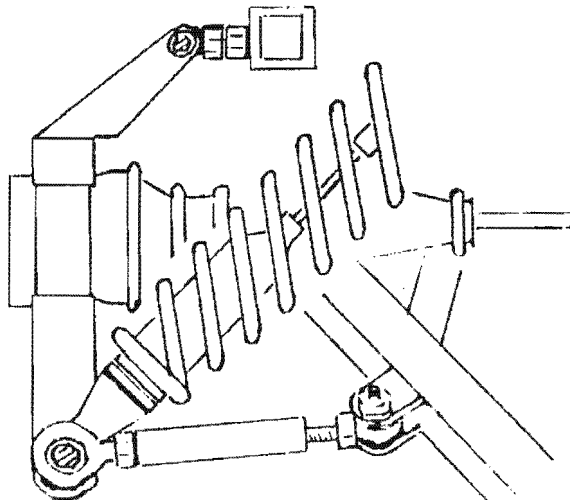
SKETCH NO. 52



17:5 ADJUST THE REAR TIE BAR UNTIL THE REAR WHEELS ARE PARALLEL  
WITH THE CHASSIS THIS CAN BE MEASURED FROM THE RIMS

SEE SKETCH No. 53

SKETCH NO. 53



17:6 CHECK HAND BRAKE OPERATION AND ADJUST AS REQUIRED

17:7 HEAD LIGHT ADJUSTMENT SHOULD NOW BE CARRIED OUT BY SETTING THE CAR BACK FROM A WALL 15 feet ( 4.75 mtre ) AND MEASURING THE BEAMS FROM THE CENTRE LINE OF THE CAR

17:8 MAKE SURE THE WIPER SWEEP IS CORRECT WITH A WET WINDSCREEN AND ADJUST AS REQUIRED

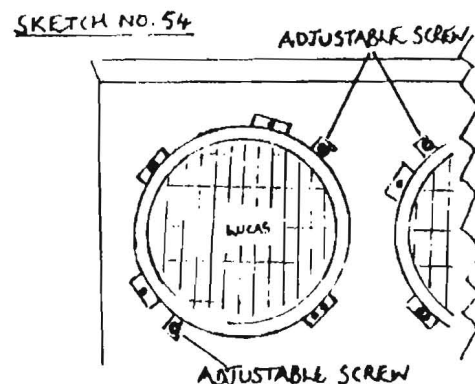
17:9 ADJUST THE WASHER JETS SO THEY GIVE A GOOD SPRAY PATTERN

17:10 CHECK ALL HOSES AND CLIPS ON THE WATER AND FUEL SYSTEM FOR TIGHTNESS MAKE SURE THERE ARE NO AIR LOCKS IN THE SYSTEM AND THE HEATER IS WORKING CORRECTLY

17:11 CHECK THE GEAR SHIFT FOR OPERATION AND THAT YOU CAN GET ALL GEARS MAKE SURE THE CLAMPS ARE TIGHT

ROAD TEST THE CAR AND RE CHECK ALL SUSPENSION SETTINGS

YOU MAY NEED TO ADJUST THE REAR WHEELS FOR VERTICAL THIS IS BEST DONE ON A FLAT SURFACE WITH A SPIRIT LEVEL AND ADJUSTING THE TOP MOUNTING BUSH IN AND OUT MAKE SURE YOU LOCK UP THE NUT THE CAR IS NOW READY TO BE PUT UP FOR REGISTRATION AND TESTING



## 18 REGISTRATION.

-----

THE GOVERNMENT DEPARTMENT RESPONSIBLE FOR REGISTRATION OF COMPONENT CARS/KIT CARS IS THE DEPARTMENT OF TRANSPORT VIA THE LOCAL VEHICLE REGISTRATION OFFICE ( L V R O ). THERE ARE 3 WAYS OF REGISTERING YOUR VEHICLE; THEY ARE AS FOLLOW'S:-

18:1 NEW REGISTRATION No.. THIS IS THE MOST EXPENSIVE METHOD AVAILABLE TO YOU. THE CAR MUST BE CONSTRUCTED FROM NEW PARTS THROUGHOUT, AND ALL PROOF OF PURCHASES KEPT.

THE COMPLETED CAR IS LIABLE FOR SPECIAL CAR TAX. THIS IS PAYABLE TO H.M.CUSTOMS & EXCISE ( APPROX 10 % OF CONSTRUCTION COST ).

THIS HAS TO BE PAID AT YOUR LOCAL CUSTOMS OFFICE ( SEE PHONE BOOK ). YOU WILL GET A RECEIPT FROM THEM. THIS THEN HAS TO BE TAKEN TO THE L.V.R.OFFICE WITH YOUR COMPLETED V 55 FORM. MAKE SURE THAT THE V 627 AND INSPECTION HAVE BEEN DONE FIRST, EITHER BY THE LOCAL OFFICE OR BY THE LOCAL OFFICE SENDING THE POLICE TO CARRY OUT THE INSPECTION, AND THE CAR HAS PASSED FOR A NEW NUMBER

18:2 "Q" REGISTRATION No.. THIS METHOD IS THE MOST FAVOURED BY AMATEUR BUILDERS AND IS WHEN A NUMBER OF MAJOR COMPONENTS ARE TAKEN FROM SEVERAL CARS AND USED IN THE CONSTRUCTION OF ANOTHER VEHICLE USING A NEW BODY CHASSIS KIT. AFTER COMPLETION OF REGISTRATION DETAILS A VEHICLE BUILT UP THIS WAY NORMALLY QUALIFIES FOR A 'Q' PREFIX WHICH MEANS YOU DO NOT HAVE TO PAY THE CUSTOMS TAX BUT YOU DO HAVE TO HAVE THE CAR M.O.T. TEST CARRIED OUT EVERY YEAR.

FIRST FILL IN THE FORMS V627 AND V55 AND SEND THEM TO YOUR  
LOCAL L.V.R.OFFICE.

THE LVRO THEN EITHER SEND IN THE POLICE OR THEIR OWN OFFICER  
TO INSPECT THE CAR. YOU NEED TO GET A M.O.T. TEST CARRIED  
OUT AT A LOCAL GARAGE AND THEN GO DOWN TO THE LVRO OFFICE WITH  
TEST CERTIFICATE, INSURANCE CERTIFICATE AND A CHEQUE FOR EITHER  
6 OR 12 MONTHS ROAD TAX. OUT YOU COME WITH A TAX DISC AND OFF  
YOU GO, ROAD LEGAL. THE REGISTRATION DOCUMENT IS SENT DIRECT TO  
YOU FROM SWANSEA HEAD OFFICE.

18:3 DONOR VEHICLE No. RETAINED. THIS SYSTEM CAN BE USED IF  
YOU ARE USING A RENAULT 30 AS A DONOR CAR AND YOU OBTAIN THE  
ORIGINAL REG.DOCS WHEN YOU PURCHASE IT. THEN SEND THE ORIGINAL  
REG DOCUMENT V 5 FILLING IN THE BODY AND COLOUR CHANGES ON THE  
REVERSE SIDE OF THE V 5 AND THEN APPLY FOR A TAX DISC AS  
NORMAL.

RECOMMENDED SERVICE DATA. ( MAINTENANCE SCHEDULE )

---

STANDARD SERVICE EVERY 10,000 KM (6,000 MILES) OR 6 MONTHS

---

CHECK OIL AND COOLANT LEVELS  
CHECK BRAKE AND CLUTCH FLUID LEVELS  
CHECK ALL HOSES FOR LEAKS AND DAMAGE  
CHECK AND ADJUST FAN BELT TENSION  
CHECK FOR ANY OIL LEAKS  
CHECK BRAKE PADS FOR WEAR  
CHECK EXHAUST SYSTEM FOR LEAKS  
CHECK WIPER BLADES  
CHECK TYRE PRESSURES AND TREAD FOR WEAR  
CHECK WHEEL NUTS FOR TIGHTNESS  
CHECK HAND BRAKE OPERATION  
CHECK ALL LIGHTS FOR OPERATION  
CHECK WASHER FLUID LEVEL  
CHECK DRIVE SHAFT GAITERS FOR DAMAGE

MAJOR SERVICE EVERY 20,000 KM (12,000 MILES) OR 12 MONTHS

---

IN ADDITION TO THE ABOVE

---

CHECK SPARK PLUGS AND RENEW IF NECESSARY  
CHECK IGNITION TIMING AND RESET IF NECESSARY  
CHECK GEARBOX AND OIL LEVELS  
CHECK ALL STEERING COMPONENTS AND GAITERS  
CHANGE ENGINE OIL AND FILTER  
LUBRICATE HAND BRAKE ASSEMBLY  
LUBRICATE THROTTLE ASSEMBLY  
LUBRICATE DOOR LOCKS AND HINGES  
LUBRICATE BOOT, ENGINE COVER AND BOOT LOCKS  
CHECK IDLE SPEED AND MIXTURE SETTINGS  
CLEAN AIR FILTER  
LUBRICATE HEADLIGHT LIFT MOTOR LINKAGE

IN ADDITION TO THE ABOVE THE FOLLOWING SHOULD BE CARRIED OUT

---

EVERY 40,000 KM (24,000 MILES) OR 24 MONTHS

---

DRAIN AND RENEW AUTOMATIC TRANSMISSION OIL  
DRAIN AND RENEW DIFF. FLUID (AUTO ONLY)  
RENEW FUEL FILTER  
DRAIN AND FLUSH COOLING SYSTEM REFILL  
DRAIN AND REFILL BRAKING SYSTEM AND CLUTCH  
CHECK CONDITION OF ALL BRAKE, FUEL, CLUTCH AND WATER HOSES  
CHECK CONDITION OF CLUTCH AND BRAKE LINES

#### RECOMMENDED LUBRICANTS

ENGINE OIL (RENAULT V6)  
ENGINE OIL (ROVER V8)

20W/50 MULTI GRADE  
10W/50 MULTI GRADE

MANUAL GEARBOX  
AUTO GEARBOX

HYPOY EP 80  
TQ Dextron II

FINAL DRIVE AUTO

HYPOID EP 80

BRAKE/CLUTCH FLUID

CASTROL UNIVERSAL FLUID

WHEEL BEARINGS

MULTI PURPOSE LITHIUM GREASE

LOCKS AND HINGES

GENERAL GREASE

COOLING SYSTEM

UNIVERSAL ANTIFREEZE

FUEL REQUIREMENTS

97 RON ( 4 STAR \*\*\*\* )

---

#### USEFUL ADDRESSES.

SPEEDEX AUTOSPARES LTD

153/154 WEST WILTS TRAD.ESTATE  
WESTBURY WILTSHIRE  
BA13 4JN  
0373 826334

TAG CARS LTD

14 ARDGLEN ROAD  
EVINGAR TRAD ESTATE  
WHITCHURCH HAMPSHIRE  
RG28 7BB  
0256 895188

MERLIN MOTOR SPORT

THE BRIDGESTONE BUILDING  
CASTLE COMBE RACE CIRCUIT  
CHIPPENHAM WILTSHIRE  
SN14 7EX  
0249 782101

EUROPA CARS

FAULD CAMP  
TUTBURY  
BURTON ON TRENT  
STAFFORDSHIRE  
DE13 9HR 0283 815609

GLASPLIES

2 CROWLAND STREET  
SOUTHPORT  
LANCS  
PR9 7RL 0704 40626

SUGGESTED READING.

-----  
HAYNES MANUALS:- RENAULT 30

- .. CORTINA MK 3, 4 OR 5
- .. ROVER SDI 3500 OR RANGE ROVER
- .. LANCIA BETA
- .. THE CAR BODYWORK REPAIR MANUAL

AUTOMOBILIA      LAMBORGHINI COUNTACH 5000  
                  STEFANO PASINI  
                  ISBN 88-85058-60-4

MOTOR BOOK      LAMBORGHINI COUNTACH  
(ALBIAN SCOTT    JEAN-MARC BOREL  
LTD)             ISBN 2-903652-01-5

SALAMANDER BOOKS    SUPERCARS LAMBORGHINI COUNTACH  
                  BRIAN LABAN  
                  ISBN 0-86101-442-1

OSPREY            LAMBORGHINI THE CAR FROM SANT'AGATA  
                  BOB DE LA RIUE BOX & RICHARD CRUMP  
                  ISBN 0-85045-408-5

EPA               LAMBORGHINI  
                  PAR SERGE BELLU  
                  ISBN 2-85120-257-X

INTERNATIONAL      THE COMPLETE BOOK OF LAMBORGHINI  
PUBLICATIONS      PETER LYONS  
LTD                ISBN 0-517-66715-4



# CONVERSION FACTORS.

## LENGTH (DISTANCE)

INCHES (IN)	X 25.4	= MM
MILES	X 1.609	= KM

## VOLUME (CAPACITY)

CUBIC INCHES (CU IN; IN <sup>3</sup> )	X 16.387	= CC; CM <sup>3</sup>
IMPERIAL PINTS (IMP PT)	X 0.568	= LITRES (L)
IMPERIAL QUARTS (IMP QT)	X 1.137	= LITRES (L)
IMPERIAL QUARTS (IMP QT)	X 1.201	= US QUARTS
IMPERIAL GALLONS (IMP GAL)	X 4.546	= LITRES (L)

## MASS (WEIGHT)

POUNDS (LB)	X 0.454	= KILOGRAMS (KG)
-------------	---------	------------------

## FORCE

OUNCES-FORCE (OZF; OZ)	X 0.278	= NEWTONS (N)
POUNDS-FORCE (LBF; LB)	X 4.448	= NEWTONS (N)
NEWTONS (N)	X 0.1	= KILOGRAMS-FORCE (KGF; KG)

## PRESSURE

POUNDS-FORCE PER SQUARE INCH (PSI; LBF/IN <sup>2</sup> ; LB/IN <sup>2</sup> )	X 0.070	= KILOGRAMS-FORCE PER SQUARE CM KGF/CM <sup>2</sup> ; KG/CM <sup>2</sup>
POUNDS-FORCE PER SQUARE INCH (PSI; LBF/IN <sup>2</sup> ; LB/IN <sup>2</sup> )	X 0.068	= ATMOSPHERES (ATM)
POUNDS-FORCE PER SQUARE INCH (PSI; LBF/IN <sup>2</sup> ; LB/IN <sup>2</sup> )	X 0.069	= BARS
POUNDS-FORCE PER SQUARE INCH (PSI; LBF/IN <sup>2</sup> ; LB/IN <sup>2</sup> )	X 6.895	= KILOPASCALS (kPa)
KILOPASCALS (kPa)	X 0.01	= KILOGRAMS-FORCE PER SQUARE CM. (KGF/CM <sup>2</sup> ; KG/CM <sup>2</sup> )

TORQUE (MOMENT OF FORCE)

-----  
POUNDS-FORCE INCHES  
(LBF IN; LB IN)

X 1.152 = KILOGRAMS-FORCE  
CENTIMETRE  
(KGF CM; KG CM)

POUNDS-FORCE INCHES  
(LBF IN; LB IN)

X 0.083 = POUNDS-FORCE FT  
(LBF FT; LB FT)

POUNDS-FORCE FEET  
(LBF FT; LB FT)

X 0.138 = KILOGRAMS-FORCE  
METRES  
(KGF M; KG M)

POUNDS-FORCE FEET (LBF FT; LB FT)

X 1.356 = NEWTON METRES  
(NM)

VELOCITY (SPEED)

-----  
MILES PER HOUR (MILES/HR; MPH)

X 1.609 = KILOMETRES PER  
HOUR (KM/HR; KPH)

TEMPERATURE

-----  
DEGREES FAHRENHEIT (F)

= ( C X 9/5 ) + 32

DEGREES CELSIUS  
(DEGREES CENTIGRADE; C )

= ( F - 32 ) X 5/9

MASTER PARTS LIST

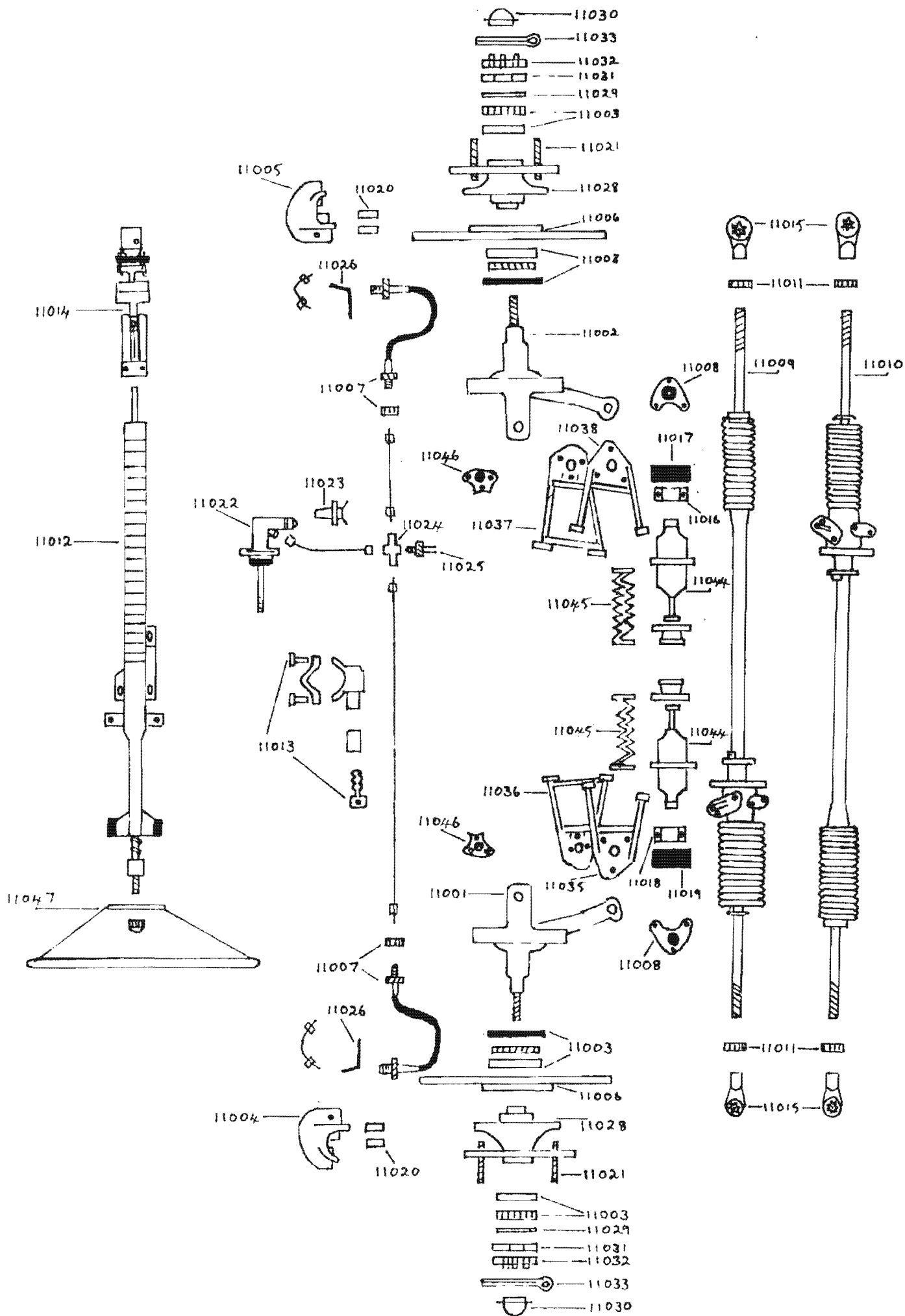
FRONT SUSPENSION AND BRAKES

PT.NO.	QTY.	DESCRIPTION
11001	1	STUB AXLE RH
11002	1	STUB AXLE LH
11003	1	BEARING SET
11004	1	CALIPER RH
11005	1	CALIPER LH
11006	2	DISCS
11007	2	BRAKE HOSE
11008	2	TOP BALL JOINT
11009	1	STEERING RACK RH
11010	1	STEERING RACK LH
11011	2	TRACK ROD NUT
11012	1	STEERING COLUMN
11013	1	STEERING COLUMN LOCK & KEY
11014	1	STEERING COUPLING (MOD)
11015	2	TRACK ROD END
11016	1	SMALL RACK CLAMP
11017	1	SMALL RACK CLAMP RUBBER
11018	1	LARGE RACK CLAMP
11019	1	LARGE RACK CLAMP RUBBER
11020	1	DISC PADS
11021	10	WHEEL STUD LONG
11022	2	BRAKE MASTER CYLINDER
11023	3	FLUID WARNING SENSOR
11024	2	3 WAY BRAKE UNION

MASTER PARTS LIST

FRONT SUSPENSION AND BRAKES

PT.NO.	QTY.	DESCRIPTION
11025	1	BRAKE LIGHT SWITCH
11026	2	BRAKE HOSE BRACKET
11027	4	CALIPER MOUNTING BOLT
11028	2	WHEEL HUB
11029	2	BEARING WASHER
11030	2	BEARING COVER
11031	2	BEARING NUT
11032	2	CASTLE NUT
11033	2	SPLIT PIN
11034	2	COLUMN SPACER
11035	1	TOP RH WISHBONE
11036	1	BOTTOM RH WISHBONE
11037	1	BOTTOM LH WISHBONE
11038	1	TOP LH WISHBONE
11039	8	BOLTS
11040	8	NYLOCK NUT
11041	4	BOLTS
11042	4	NYLOCK NUT
11043	8	METALASTIC BUSH
11044	2	SHOCK ABSORBERS
11045	2	COIL SPRING



MASTER PARTS LIST

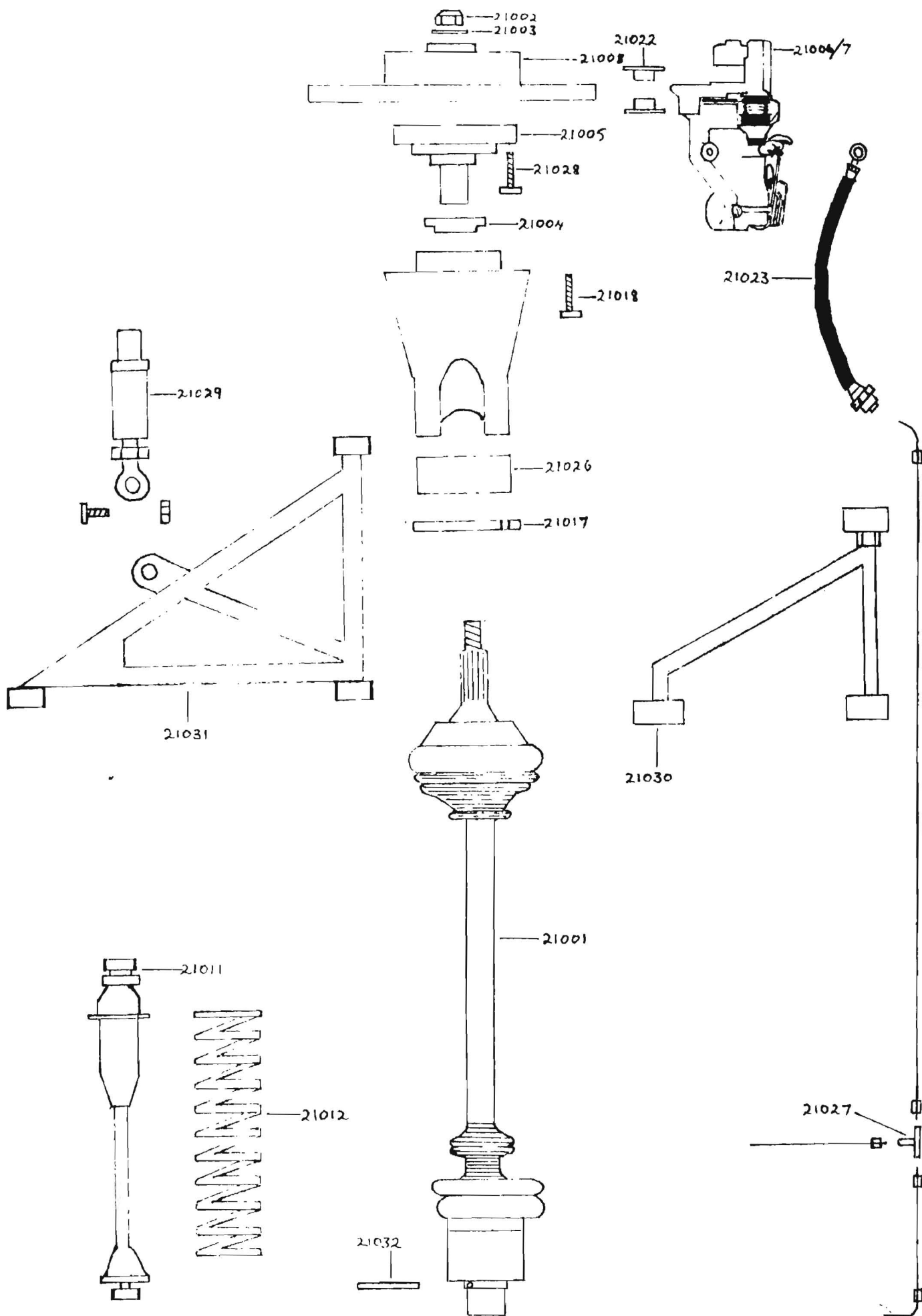
REAR SUSPENSION AND BRAKES

PT.NO.	QTY.	DESCRIPTION
21001	2	DRIVE SHAFT
21002	2	NUT
21003	2	WASHER
21004	2	DRIVE SHAFT SPACER
21005	2	SPECIAL REAR HUB
21006	1	REAR CALIPER LH
21007	1	REAR CALIPER RH
21008	2	REAR DISC
21011	2	SHOCK ABSORBER
21012	2	SPRING
21013	8	BOLT
21014	8	NYLOCK NUT
21015	4	BOLT
21016	4	NYLOCK NUT
21017	2	CIRCLIP
21018	4	ALLEN BOLT
21019	1	HANDBRAKE CABLE
21020	1	HANDBRAKE LEVER
21021	1	HANDBRAKE LINK
21022	1	DISC PADS SET
21023	2	BRAKE HOSE

MASTER PARTS LIST

REAR SUSPENSION AND BRAKES

PT.NO.	QTY.	DESCRIPTION
21026	2	BEARING
21027	1	BRAKE UNION 3 WAY
21028	10	WHEEL STUD LONG
21029	2	TRACK ADJUSTER
21030	2	TOP WISHBONE
21031	2	BOTTOM WISHBONE
21032	2	ROLL PIN





MASTER PARTS LIST

ENGINE

PT.NO.	QTY.	DESCRIPTION
31001	1	MAIN ENGINE ASSY 3528cc EFI
31002	1	EXHAUST MANIFOLD RH
31003	1	EXHAUST MANIFOLD LH
31004	1	ALTERNATOR BRACKET
31005	1	MOUNTING BRACKET RH
31006	1	MOUNTING BRACKET LH
31007	2	ENGINE MOUNT
31008	1	AIR FILTER
31009	1	LINK HOSE
31010	1	AIRFLOW METER
31011	2	JUBILEE CLIP
31012	1	OIL PRESSURE SW
31013	1	OIL PRESSURE SENDER
31014	1	OIL TEMP SENDER
31015	1	WATER TEMP SENDER
31016	1	FAN SW
31017	1	THERMOSTAT
31018	1	THERMOSTAT GASKET
31019	1	OIL FILTER
31020	1	FLYWHEEL
31021	6	FLYWHEEL BOLT
31022	1	FLYWHEEL PLATE
31023	1	FAN BELT
31024	1	OIL FILLER CAP

MASTER PARTS LIST

ENGINE

PT.NO.	QTY.	DESCRIPTION
31025	1	BREATHER
31026	2	ROCKER COVER GASKET

# MASTER PARTS LIST

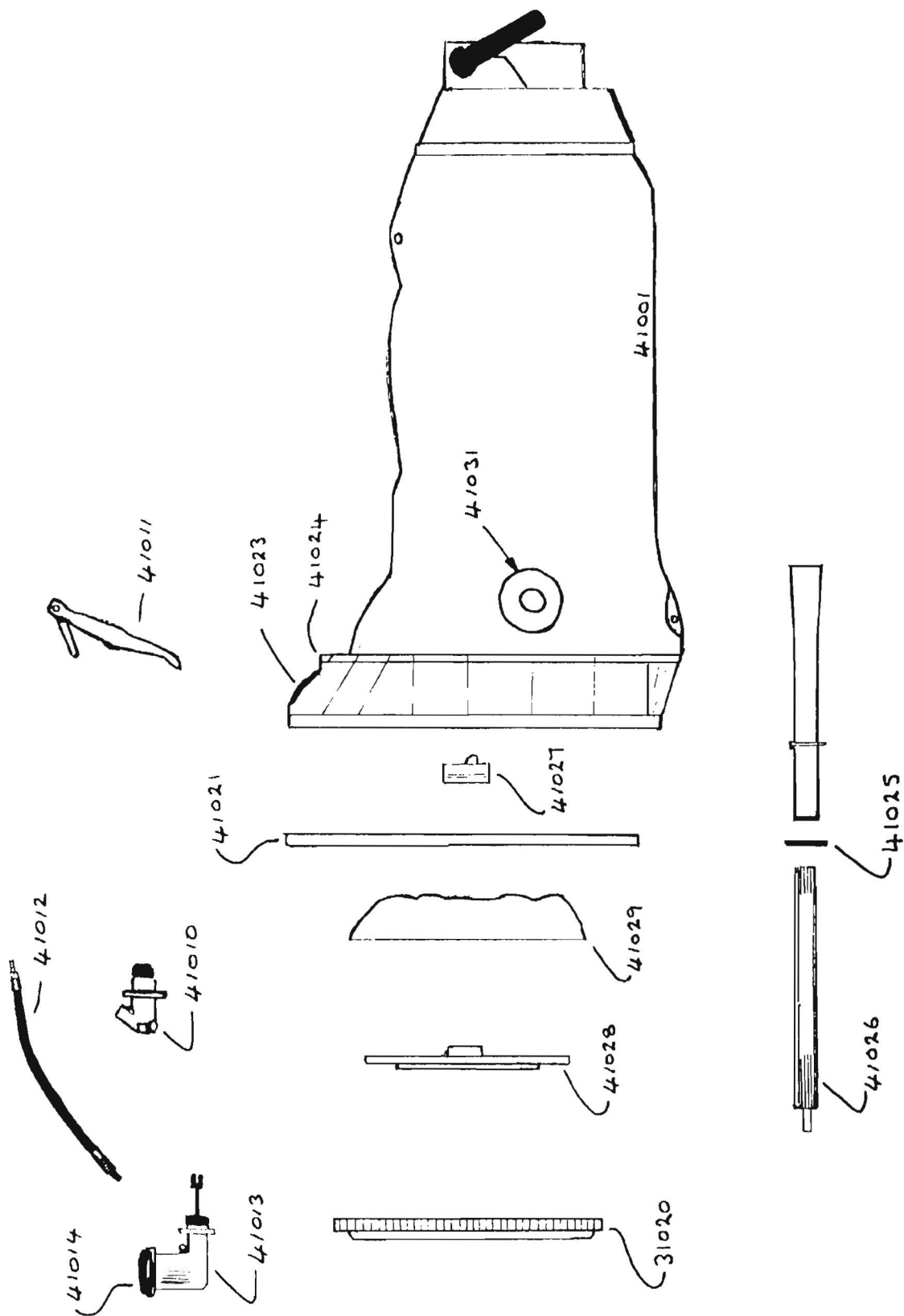
## GEARBOX AND CLUTCH

PT.NO.	QTY.	DESCRIPTION
41001	1	5 SPEED TRANSAXLE
41002	1	REAR GEAR LINK ROD
41003	1	GEAR SHIFT SLIDE
41004	1	GEAR SHIFT SLIDE MT
41005	1	FRONT GEAR LINK ROD
41006	1	CONTROL LEVER
41007	1	GEAR KNOB
41008	1	TIE BAR
41009	1	CONTROL ROD
41010	1	CLUTCH SLAVE CYLINDER
41011	1	CLUTCH FORK
41012	1	CLUTCH FLEX HOSE
41013	1	MASTER CYLINDER
41014	1	FLUID SENSOR
41015	1	SPEEDO DRIVE LOCK PLATE
41016	1	SPEEDO DRIVE CLIP
41017	1	BRACKET RH
41018	1	BRACKET LH
41019	2	MOUNTING BUSH
41020	1	REVERSE LIGHT SW
41021	1	ADAPTOR PLATE
41022	2	ROLL PIN
41023	1	BELL HOUSING
41024	1	BELL HOUSING GASKET

MASTER PARTS LIST

GEARBOX AND CLUTCH

PT.NO.	QTY.	DESCRIPTION
41025	1	BELL HOUSING "O" RING
41026	1	INPUT SHAFT SPECIAL
41027	1	RELEASE BEARING
41028	1	CLUTCH PLATE
41029	1	CLUTCH COVER



# MASTER PARTS LIST

## FUEL SYSTEM

PT.NO.	QTY.	DESCRIPTION
51001	1	FUEL TANK RH
51002	1	FUEL TANK LH
51003	1	FUEL FILLER
51004	1	FUEL FILLER HOSE
51005	2	JUBILEE CLIP
51006	1	LEVEL SENDER
51007	2	BREATHING TUBE
51008	1	CROSS FEED TUBE
51009	2	JUBILEE CLIP
51010	1	FEED PIPE RH
51012	1	RETURN PIPE RH
51014	10	JUBILEE CLIP
51016	1	INPUT FILTER
51017	1	FUEL PUMP
51018	1	OUTPUT FILTER
51019	1	LINK PIPE
51020	1	OUTPUT PIPE
51021	1	PUMP MT BRACKET
51022	1	FILTER MT BRACKET

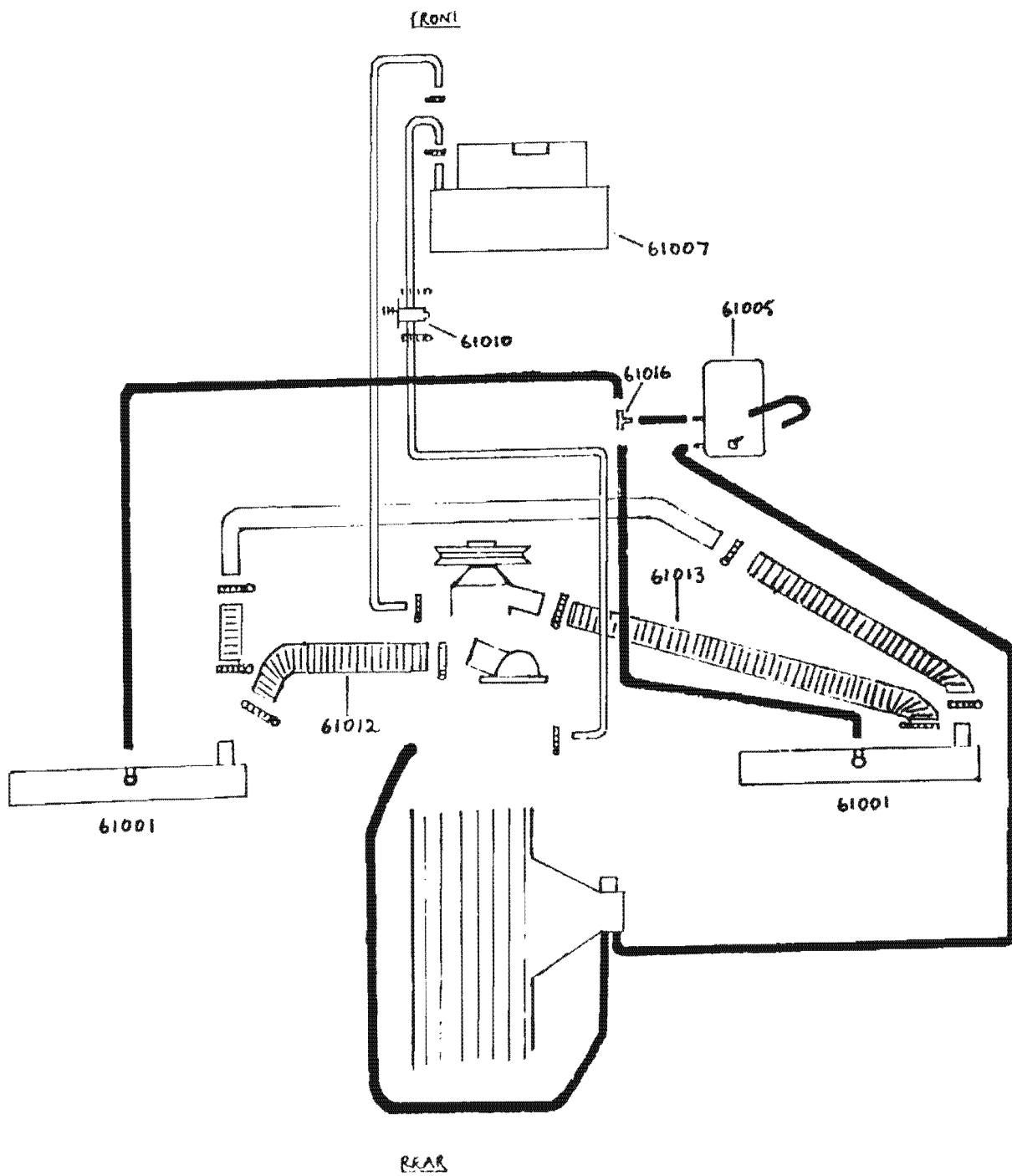


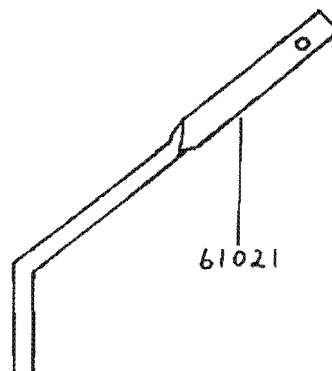
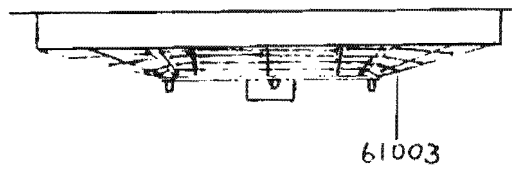
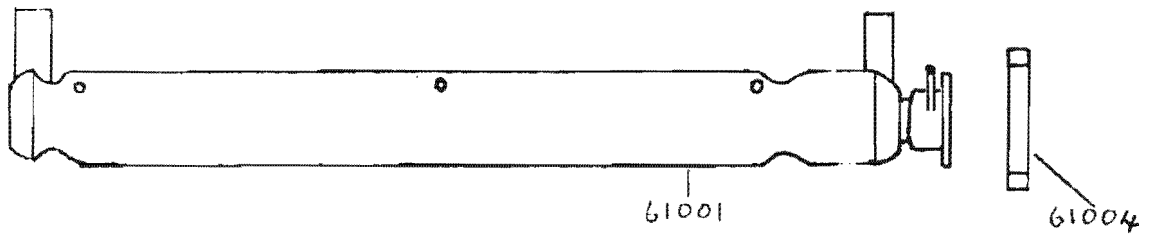
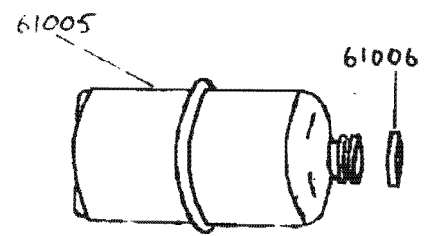
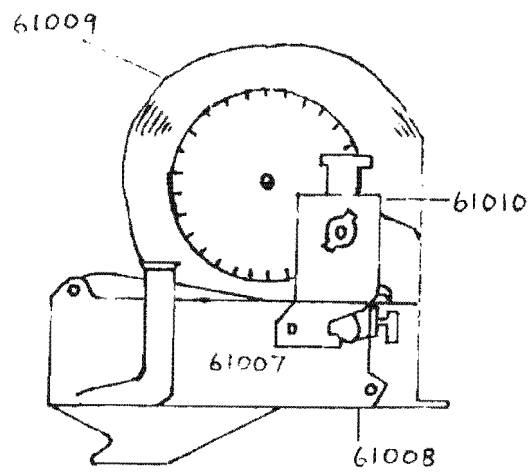
MASTER PARTS LIST

COOLING SYSTEM

PT.NO.	QTY.	DESCRIPTION
61001	2	RADIATOR
61002	2	RAD FAN MOUNT
61003	2	RAD FAN
61004	2	RAD BLACKING CAP
61005	1	HEADER TANK
61006	1	TANK CAP 15 PSI
61007	1	HEATER ASSY
61010	1	CONTROL VALVE
61011	1	LINK PIPE
61012	1	TOP HOSE
61013	1	BOTTOM HOSE
61014	2	LINK HOSE
61015	2	HEATER HOSE
61016	1	"T" PIECE
61017	4	JUBILEE CLIP
61018	6	JUBILEE CLIP
61019	2	JUBILEE CLIP
61020	2	RAD MT BRACKET
61021	2	RAD STAY







MASTER PARTS LIST

EXHAUST SYSTEM

PT.NO.	QTY.	DESCRIPTION
71001	1	FRONT PIPE RH
71002	1	FRONT PIPE LH
71003	1	SILENCER RH
71004	1	SILENCER LH
71005	2	SADDLE CLAMP
71006	1	BRACKET RH
71007	1	BRACKET LH
71008	2	GASKET
71009	1	REPLICA SILENCER
71010	1	RH LINK PIPE
71011	1	LH LINK PIPE
71012	1	FULL WIDTH EXHAUST BOX
71013	1	RH LINK PIPE
71014	1	LH LINK PIPE

MASTER PARTS LIST

MAIN ELECTRICAL SYSTEM

PT.NO.	QTY.	DESCRIPTION
81001	1	WIRING LOOM
81002	1	PRINTED CIRCUIT BOARD
81003	1	DIM DIP UNIT
81004	5	RELAY 2 WAY
81005	6	RELAY 1 WAY
81006	1	ELECTRONIC FLASHER UNIT
81007	1	FUSE 20 AMP
81008	8	FUSE 10 AMP
81009	4	FUSE 15 AMP
81010	1	FUSE 7.5 AMP
81011	1	IGNITION SW
81012	1	WIPER/LIGHT SW
81013	1	INDICATOR/HORN SW
81014	1	FAN SW
81015	1	CIGAR LIGHTER
81016	1	RAD FAN SW
81017	1	HAZARD SW
81018	1	SPOT SW
81019	1	REAR GUARD SW
81020	1	BRAKE SW
81021	1	HANDBRAKE SW
81022	2	DOOR SW
81023	1	INTERIOR LIGHT
81024	1	WASHER PUMP

MASTER PARTS LIST

MAIN ELECTRICAL SYSTEM

PT.NO.	QTY	DESCRIPTION
81025	2	SIDE REPEATER LIGHT
81026	2	FRONT SIDE/IND ASSY
81027	1	AIR HORN PUMP
81028	2	FOG LIGHT
81029	1	WIPER MOTOR
81030	2	REAR FOG
81031	2	REAR FOG MT BRACKET
81032	2	NUMBER PLATE LIGHT
81033	1	REAR LIGHT ASSY RH
81034	1	REAR LIGHT ASSY LH
81035	2	DIP MAIN LIGHT 5" LHD
81036	2	DIP LIGHT 5" LHD
81037	2	DIP/MAIN LIGHT 5" RHD
81038	2	DIP LIGHT 5" RHD
81039	1	LIFT MOTOR RH
81040	1	LIFT MOTOR LH

MASTER PARTS LIST

DASH ELECTRICAL SYSTEM

PT.NO.	QTY.	DESCRIPTION
82002	1	SPEEDO
82003	1	VOLTMETER
82004	1	OIL TEMP GAUGE
82005	1	OIL PRESSURE GAUGE
82006	1	WATER TEMP GAUGE
82007	1	FUEL LEVEL GAUGE
82008	1	ALTERNATOR LIGHT RED
82009	1	INDICATOR LH GRN
82010	1	HIGH BEAM LIGHT BLUE
82011	1	OIL LIGHT AMBER
82012	1	INDICATOR RH GRN
82013	1	BRAKE LIGHT RED
82016	1	REV COUNTER V6
82018	1	REV COUNTER V8

MASTER PARTS LIST

ELECTRIC LOCKING AND WINDOWS

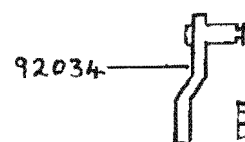
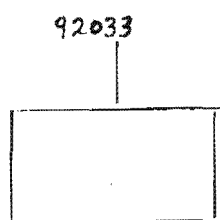
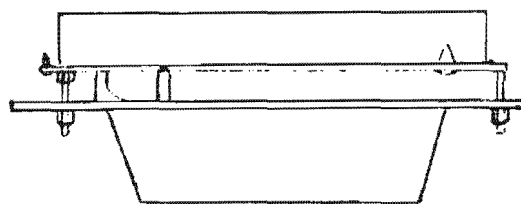
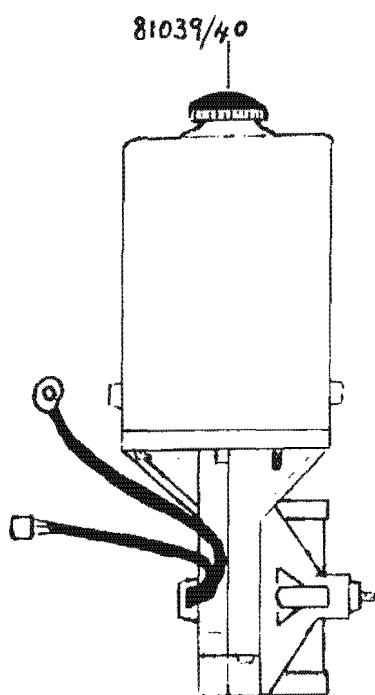
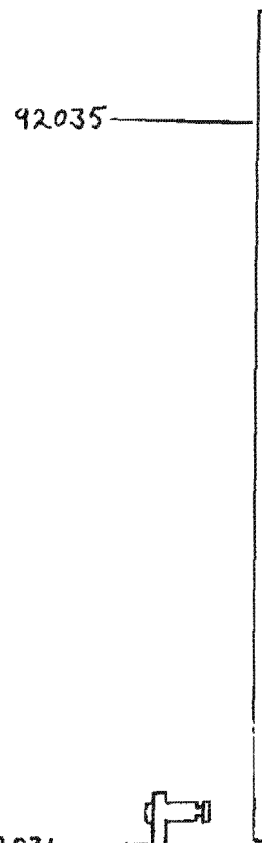
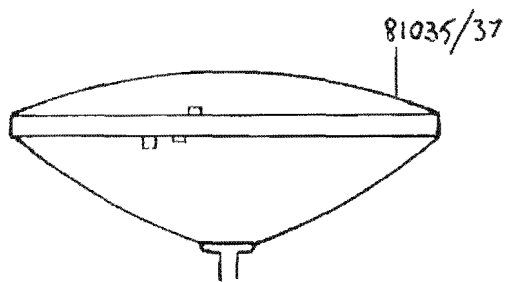
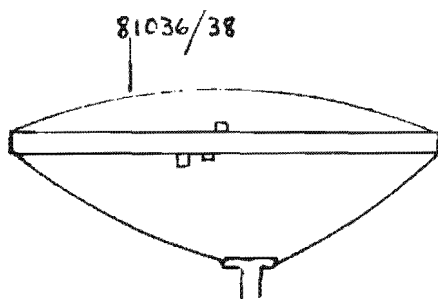
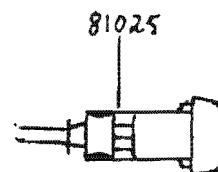
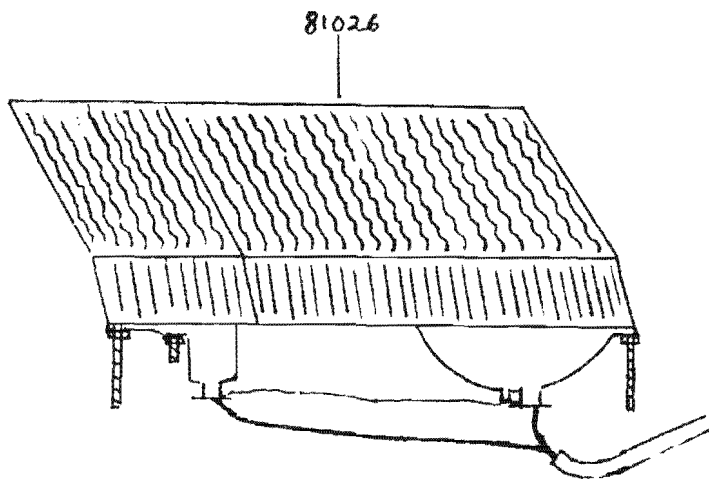
PT.NO.	QTY.	DESCRIPTION
83001	1	LOOM
83002	2	REMOTE LOCK
83003	1	SENSOR C/L
83004	2	TRANSMITTER C/L
83005	1	CONTROL UNIT C/L
83006	2	WINDOW SW
83007	1	WINDOW WINDER ASSY RH
83008	1	WINDOW WINDER ASSY LH

MASTER PARTS LIST

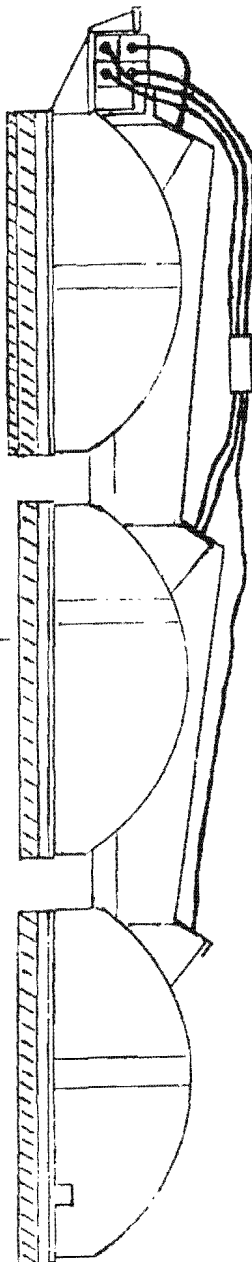
EFI ELECTRICAL SYSTEM

PT.NO.	QTY.	DESCRIPTION
84001	1	EFI LOOM
84002	1	ELECTRONIC CONTROL UNIT
84003	1	STEERING DIODE UNIT
84004	3	RELAY 1 WAY
84005	1	IMPACT SW
84006	1	THROTTLE SENSOR
84007	1	THERMO TIME SW
84008	1	TEMP SENDER
84009	1	VAC SW
84010	8	INJECTOR
84011	1	INJECTOR COLD START
84012	1	EXTRA AIR VALVE
84013	1	RESISTOR PACK





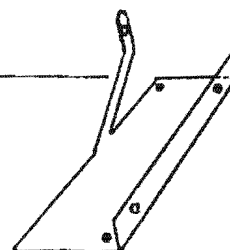
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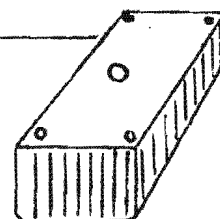
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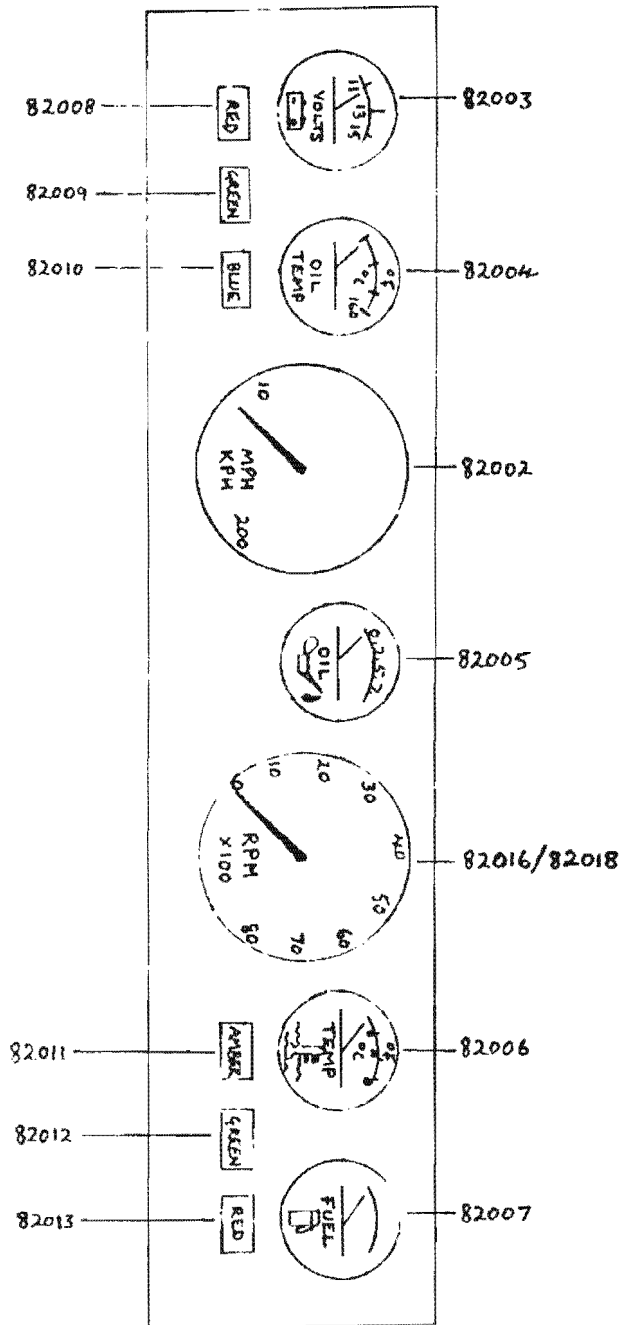


81031



81030





MASTER PARTS LIST

CHASSIS AND FITTINGS

PT.NO.	QTY.	DESCRIPTION
91001	1	CHASSIS
91002	1	RH ROVER ENGINE FRAME
91003	1	LH ROVER ENGINE FRAME
91004	1	REAR BOOT FRAME
91005	1	FRONT ALLOY PANEL
91006	1	MID ALLOY PANEL
91007	2	SIDE ALLOY PANEL
91008	2	REAR ALLOY PANEL

# MASTER PARTS LIST

## MAIN BODY AND FITTINGS

PT.NO.	QTY.	DESCRIPTION
92001	1	MAIN F/G BODY
92002	1	FRONT BOOT
92003	1	ENGINE COVER
92004	1	REAR BOOT
92005	2	WING SUPPORTS
92006	1	REAR WING
92007	1	HINGE CROSSBAR
92008	2	HINGE
92009	8	ALLEN BOLTS
92010	1	RH DOOR FRAME
92011	1	LH DOOR FRAME
92012	1	RH INNER DOOR SKIN
92013	1	LH INNER DOOR SKIN
92014	1	RH OUTER DOOR SKIN
92015	1	LH OUTER DOOR SKIN
92016	1	RH WINDOW FRAME
92017	1	LH WINDOW FRAME
92018	2	FRONT Q/L GLASS
92019	2	TOP DOOR GLASS
92020	2	BOTTOM DOOR GLASS
92021	1	RH DOOR LOCK
92022	1	LH DOOR LOCK
92023	1	RH STRIKER PLATE
92024	1	LH STRIKER PLATE

MASTER PARTS LIST

MAIN BODY AND FITTINGS

PT.NO.	QTY.	DESCRIPTION
92025	2	STRIKER BACK PLATE
92026	8	STRIKER BOLTS
92027	1	RH DOOR BUTTON
92028	1	LH DOOR BUTTON
92029	2	INT. DOOR PULLS
92030	2	DOOR GLOVE BOX
92031	2	LIGHT POD BOTTOM
92032	2	LIGHT POD ROD
92033	2	LIFT MOTOR BRACKET
92034	2	LIFT MOTOR CAM
92035	2	LIFT MOTOR ARM
92036	1	CATCH MOUNTING BRACKET
92037	2	GAS RAM
92038	1	WIPER ARM RHD
92039	1	WIPER ARM LHD
92040	2	WASHER NOZZLE
92041	1	WASHER "T" JOINT
92042	1	WASHER BOTTLE
92043	1	AIR HORNS + PIPES
92044	1	RH SIDE LIGHT COVER
92045	1	LH SIDE LIGHT COVER
92046	2	FRONT GRILL
92047	1	WINDSCREEN
92048	1	REAR WINDOW

# MASTER PARTS LIST

## MAIN BODY AND FITTINGS

PT.NO.	QTY.	DESCRIPTION
92049	1	REAR Q/L GLASS RH
92050	1	REAR Q/L GLASS LH
92051	2	SIDE INTAKE TOP GRILL
92052	1	SIDE INTAKE GRILL RH
92053	1	SIDE INTAKE GRILL LH
92054	1	SIDE INTAKE RH
92055	1	SIDE INTAKE LH
92056	1	ENGINE COVER FRONT GRILL
92057	1	ENGINE COVER REAR GRILL
92058	2	REAR SIDE GRILL
92059	1	REAR REFLECTOR RH
92060	1	REAR REFLECTOR LH
92061	2	REAR GUARD LIGHT BRACKET
92062	3	PANEL CATCHES
92063	6	CATCH BOLT
92064	1	ENGINE COVER/BOOT RELEASE
92065	1	ACCELERATOR ASSY
92066	1	ASH TRAY
92067	1	HEATER CONTROL
92068	1	CENTRE CONSUL PANEL
92069	1	DASH INST PANEL
92070	3	DEMIST VENT
92072	3	DEMIST DUCT
92073	2	HEATER DUCT

