

4 Slowly open the throttle by depressing the accelerator pedal until the test light bulb goes out. At this point check the position of the throttle opening. It should be open approximately 1/5 of its full movement.

5 To test this position it should be just possible to pass a 3/16 inch diameter rod between the throttle stop screw and the stop lever (HD type carburettor) or a 0.048 inch thick feeler gauge between the throttle screw stop and the stop on the H4 type carburettor as found on the earlier engines.

6 To adjust the switch slacken the lever clamping bolt 'C' (Fig 6.20) and turn the slotted end of the switch operating shaft 'D' with a screwdriver until the required setting is obtained.

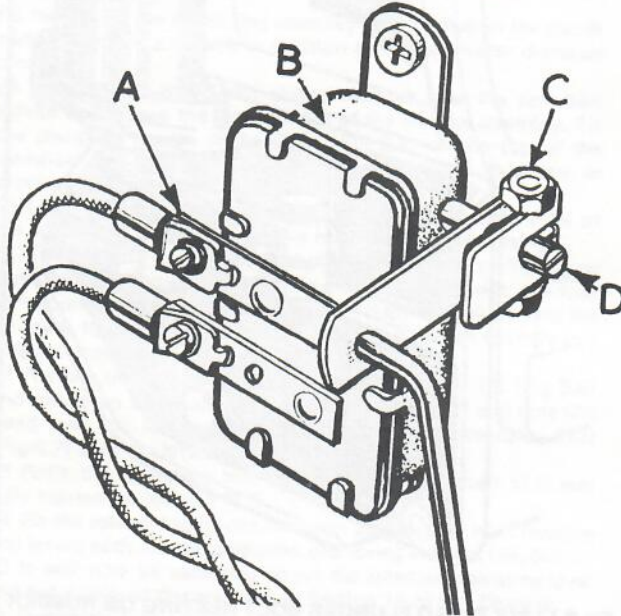


Fig 6.20 OVERDRIVE THROTTLE SWITCH

A Switch terminal
B Switch body

C Lever clamping bolt
D Operating shaft

20 Overdrive - modified type

The overdrive unit fitted to Mk I and II (series BN7 and BT7) and also Mk II and III (series BJ7 and BJ8) had a modified unit fitted. It is basically the same in design to the earlier type but with the below listed modifications. An illustration of this unit is shown in Fig 6.22.

- 1 The filter has been redesigned and is retained in the body by a boss on the inside of the drain plug. The filter is accessible through the drain plug hole.
- 2 New design operating pistons are fitted with synthetic rubber sealing rings and the accumulator piston with a three-piece cast iron rings.
- 3 The pinions are now fitted with needle roller bearings instead of 'Clevite' bushes.
- 4 The outer ring of the uni-directional clutch is no longer riveted.
- 5 A redesigned solenoid bracket and adaptor plate have been fitted.
- 6 An additional selective washer of $0.160 \pm .0005$ inch has been added to the range.

21 Overdrive - fault finding

When applicable refer to the wiring diagram (Fig 6.21) Switch ignition on.

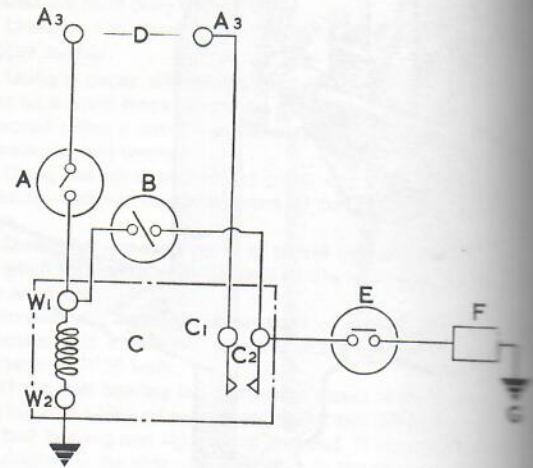


Fig 6.21 OVERDRIVE ELECTRICAL CIRCUIT

- 1 Relay coil
Quickly bridge relay terminal W1 and A3 and the relay should be heard to operate. If no sound occurs the relay coil is defective.
- 2 Toggle switch
Operate the toggle switch and the relay should be heard to operate. If no sound is heard the switch is defective.
- 3 Relay contacts
Engage top gear, close the toggle switch and open the throttle switch. The solenoid should be heard to operate. If no sound is heard test solenoid. If satisfactory the relay is defective.
- 4 Solenoid
With engine stationary select neutral and switch on ignition, disconnect the solenoid connection (F). Using a jumper lead quickly connect the solenoid to fuse unit supply terminal A3. The solenoid should be heard to operate. If no sound is heard the solenoid is defective or incorrectly adjusted to the operating linkage. Remove the electrical connections.
- 5 Gear switch
Engage top gear and depress the throttle pedal, quickly connect the relay terminal C2 to terminal A3. The solenoid should be heard to operate. If no sound is heard the switch is probably defective.
- 6 Throttle switch
Engage top gear and close the toggle switch. Open the toggle switch and slowly depress the accelerator pedal. The solenoid should be energised from zero to one fifth of the throttle. If the solenoid is heard to release under one fifth of the throttle the switch setting must be checked.