

BODY

THE WILMOT BREEDEN SCHONITZER DOOR LOCKS

How they operate

On closing the door, the open end of a slotted, inwardly inclined lever, mounted parallel to the shut face of the door engages with a striker stud on the door pillar. The lever—the outer latch—is moved downwards and outwards by the stud, and in doing so rotates a cam—the inner latch cam—in the lock interior.

In contact with this cam is a pawl which engages successively with two depressions in the cam profile. The first of these depressions represents the “first safety” position, and the second, fully “locked”. Should the door be closed with only sufficient force to engage the pawl with “first safety”, the striker stud is retained opposite a recess in the latch slot, allowing the door to rattle when the car is in motion, so giving audible warning that the door is not properly fastened.

The engagement of the outer latch (Fig. 39) with the striker stud tends to force the door upwards and, to prevent this, a bronze wedge, free to slide laterally, is fitted in a housing above the striker stud (Fig. 40). As the latch rotates, a cam profile on its upper end comes into contact with the wedge, which thereby holds the latch down against the stud and permits only lateral movement of the door.

From outside the car, the doors are opened by simultaneously pressing a push button and pulling on the handle. The button moves the contactor lever, which in turn trips the inner latch cam pawl and the cam returns to the open position under the action of a spring. From the inside of the car, a normal rotary type handle is used to release the latch through a remote control linkage (Fig. 41). Movement of the handle trips the pawl through the simple linkage action. To prevent the passengers' doors from being opened from the outside, the handles are moved in the opposite direction to their opening action. This brings the remote control linkage into a position which checks any movement of the contactor lever; it is known as the “on safety” position. The driver's door has a key-operated locking device, and its remote control handle is prevented from moving to “on safety” by a stop fitted in the remote control cam.

The handles may be set in the “on safety” position while the doors are open. After closing, the doors can be opened only from inside the car.

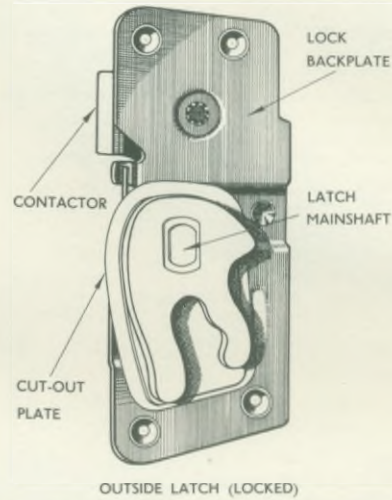


Fig. 39. Showing outer latch.

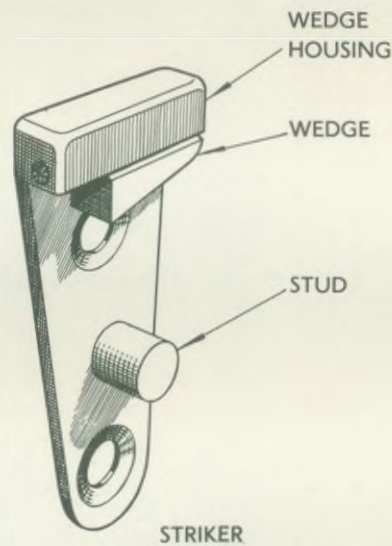


Fig. 40. “Striker Stud”.

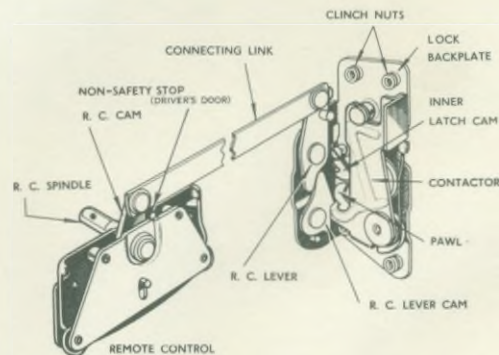


Fig. 41. Diagrammatic view of the “Schonitzer Lock”.

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Lock Fitting and Removal Notes

1952 Standard Vanguard

To remove the door locks and their remote controls, the following operations must be carried out.

Remove Handles and Escutcheons

With a forked wedge forced between the remote control handle and the escutcheon, lever the escutcheon clear of the handle shank, exposing the drive pin which secures the handle to its spindle (Fig. 42). Tap out the drive pin with a 1/16 in. diameter pin punch. Repeat this procedure with the window regulator handle. The armrests also must be removed, in the case of front doors. Sleeve nuts hold each armrest on a pair of long studs.

To remove the outside handle, pull back the rubber seal at the door flange, take out the screw exposed, and slide the handle back clear of the clip at its forward end (Fig. 43).

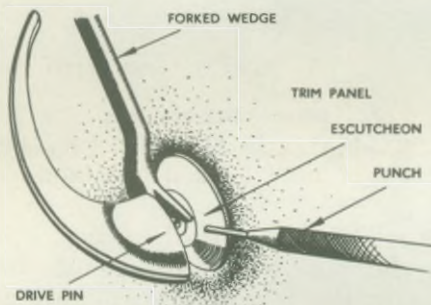


Fig. 42. Showing the door handle being removed.

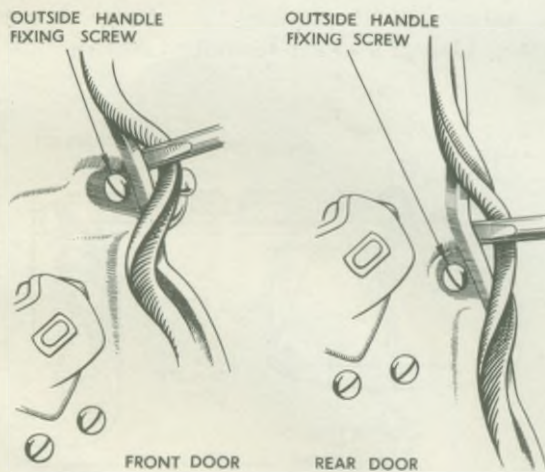


Fig. 43. Showing handle securing screws.

Remove Window Beading

Take out the screws fastening the metal window beading inside the door.

Remove Trim Panel

Take out the screws round the lower edges of the panel. Insert a screwdriver between the trim panel and the inner door panel and lever the spring clips holding the panel clear of their retaining holes (Fig. 44). Pull the panel away from the door. Remove the coil springs on the remote control and window regulator spindles. Remove hardboard panel in cut-out in inner door panel (rear doors).

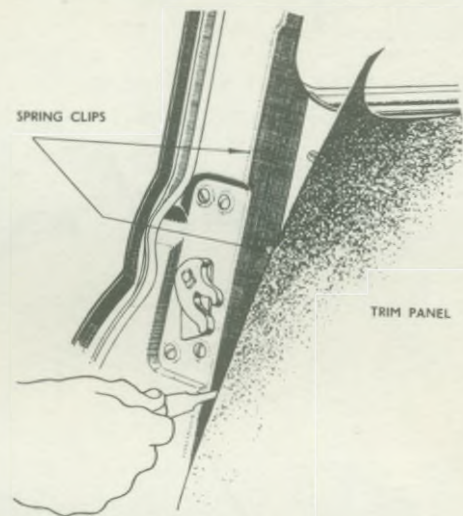


Fig. 44. Removing trim panel.

Remove Glass Run Channel

Slip the window regulator handle on to its spindle and lower the window. Prise out the felt strip held in the rearward glass run channel, exposing the fixing screws. Extract these screws, taking care not to drop them into the door interior (Fig. 45). Replace the felt strip and raise the window.

Slide the channel down, clear of a small peg locating with a tag at its lower end.

In the case of the front doors it is also necessary to pull the channel downwards and forwards into the interior of the door; it is unnecessary to remove the channel completely.

Alternate lowering and raising of the window will often help to shift the channel.

The armrest mounting bracket in the front doors will have to be removed before the glass

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Fitting the Lock and Remote Control

To fit the door locks and their remote controls, carry out the following operations in sequence.

Presetting Lock

Hold the lock in one hand, and with the other turn the outer latch as far as it will go. The flats on the latch mainshaft will then be near vertical relative to the lock backplate, and the lock itself set at "fully locked" (Fig. 47).

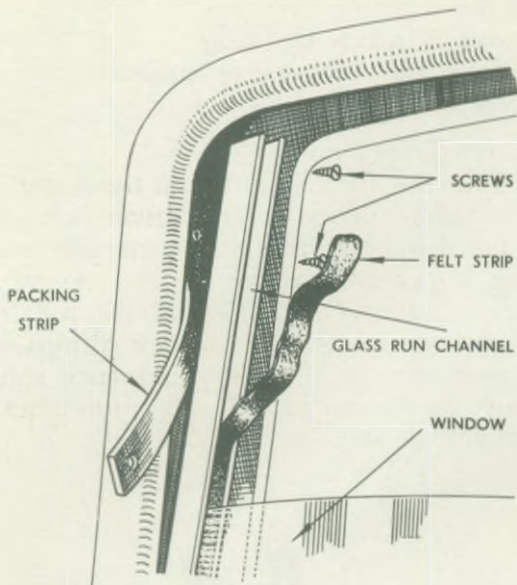


Fig. 45. Removing glass run channel.

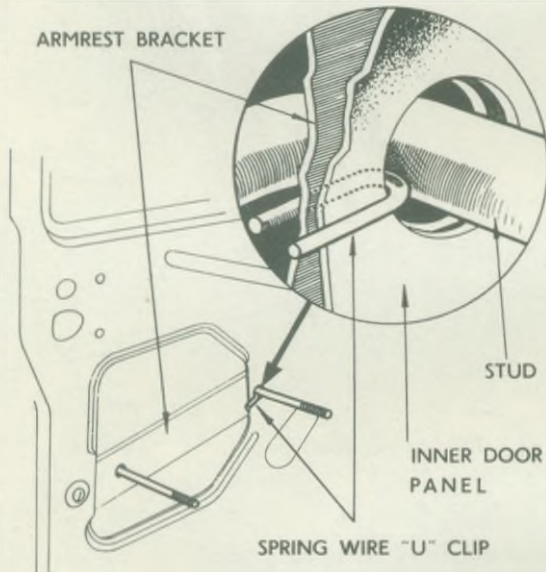


Fig. 46. Removing armrest bracket.

run channel is accessible. To do this, remove the single fixing screw. (Fig. 46).

Remove Lock and Remote Control Assembly

Take out the screws holding the remote control unit and let it swing down on the connecting link. Set the outside latch of the lock to the fully locked position and, after removing the screws holding the lock, work the latch through the opening in the door shut face. Both lock and remote control can now be withdrawn from the door.

Rear door assemblies should be removed with care to avoid any distortion of the lock or glass run channel.

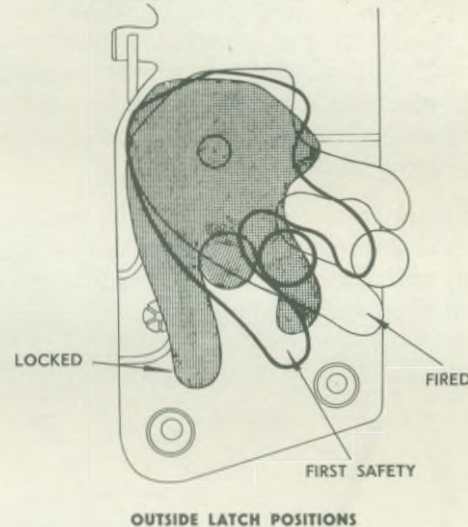


Fig. 47. Showing outer latch in "Fired", "First Safety" and "Locked" positions.

Presetting Remote Control

Slip the remote control handle on to its spindle, grip the remote control firmly in one hand and turn the remote control cam in the direction of the lock (imagining both lock and remote control mounted on the door), until the cam clicks into the "on safety" position (Fig. 48). The driver's door remote control cannot be set to "on safety"; its setting is covered under "Fitting Driver's Door Remote Control".

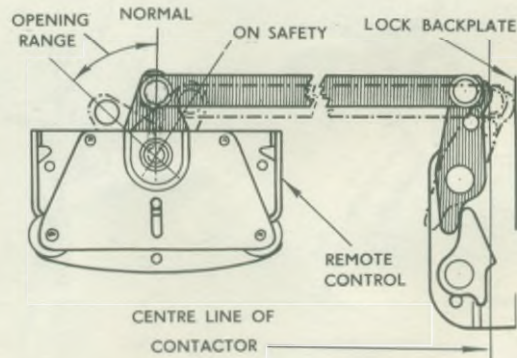


Fig. 48. Showing "On Safety" position.

Fitting Lock

See that the mechanism is well greased. Insert the lock and remote control into the door, and with the lock held upright, push the outer edge of the latch over the outer edge of the cut-out in the door shut face. *Ease* the rest of the latch through the opening.

Align the clinch nuts on the lock backplate with the screw holes in the shut face. Loosely insert the screws with their crown washers. Rear doors should have their remote controls offered up at this point.

Locating Cut-Out Plate

Check that the cut-out plate is free to move between the lock backplate and the door shut face. Tighten the screws in the lock gradually, and as the lock is drawn up, guide the cut-out plate into place—the raised area projecting through the shut face and the flange held between shut face and backplate. It is important that no part of the raised area remains sandwiched by the shut face and backplate, as this will throw out the alignment of the lock.

**Fitting Remote Control
(other than driver's door)**

See that the unit is packed with grease. Swing the remote control to its position on the inner door panel. Insert the screws finger tight.

Check that the remote control cam is still set at "on safety". In this position the connecting link should push the end of the remote control lever into contact with the lock backplate -Fig. 48).

Adjust the position of the remote control to meet these conditions if necessary.

Tighten the screws securing the remote control.

Fitting Driver's Door Remote Control

As the remote control for the driver's door has no "on safety" setting, the fitting method is slightly different. Swing the remote control to its position on the inner door panel.

Insert the screws finger tight.

Check that there is no tension on the connecting link.

This last point is very important, as otherwise the remote control may be fixed in such a position that it is pulling on the connecting link when in the "normal" setting, so causing the lock to fire after only a very small movement has been applied either to the remote control handle or the outside push button.

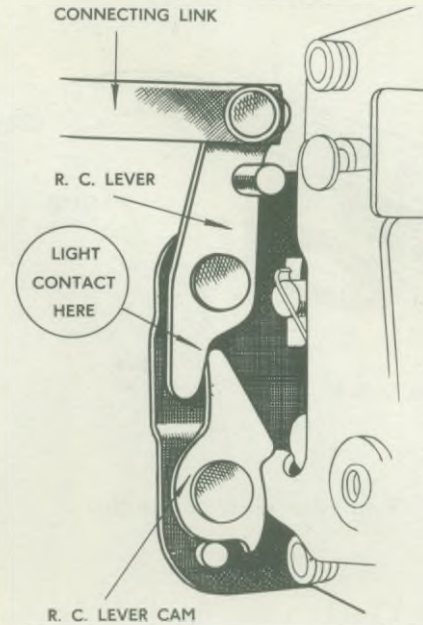


Fig. 49. Showing setting of driver's remote control.

Manoeuvre the remote control unit so that the remote control lever in the lock is brought into contact with its cam, but does not prevent it from returning fully to the "free" position (Fig. 49).

Fitting Difficulties

In some instances the remote control on a front door may not swing easily into place, due to obstruction by some fitting inside the door. Where this happens, slacken off the screws holding the lock until there is sufficient play at the remote control to allow it to be worked past the obstruction.

Tighten the screws, checking that the cut-out plate goes properly home.

Slight distortion of the inner door panel may cause the action of the remote control to bind. This can be cured by putting a slight bend in the connecting link.

Do not try to free the action by hammering the remote control spindle. As bending the connecting link can reduce its length appreciably, after any such manipulation the position of the remote control lever should be checked.

Replacing Outside Handle (Fig. 50).

Set the outside latch to "locked" and the remote control to "on safety"; set the driver's door latch to "locked". Offer up the handle to the door, making sure that the paper washer is in place, insert the screws and tighten down

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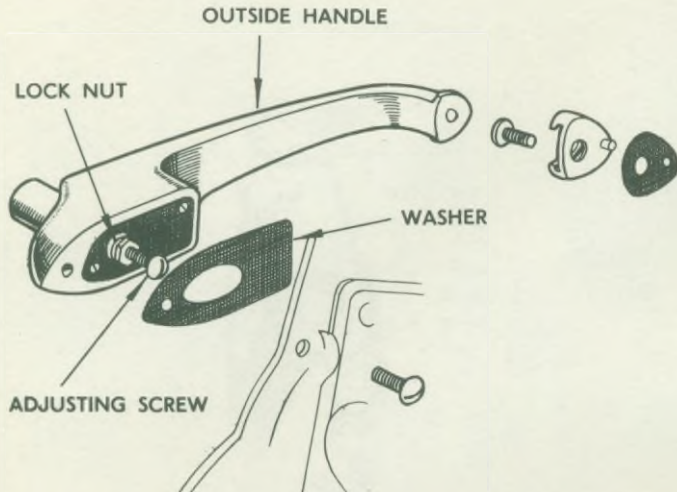


Fig. 50. Exploded view of handle.

firmly. Check that there is $\frac{1}{32}$ — $\frac{1}{16}$ in. clearance between the head of the push button adjusting screw and the face of the contactor lever.

To Adjust Button Clearance

Remove the handle from the door. Slacken off the adjusting screw lock nut. Turn adjusting screw clockwise to increase clearance or anti-clockwise to reduce clearance, and tighten lock nut (Fig. 51).

Refit handle and recheck clearance; remove and readjust if necessary.

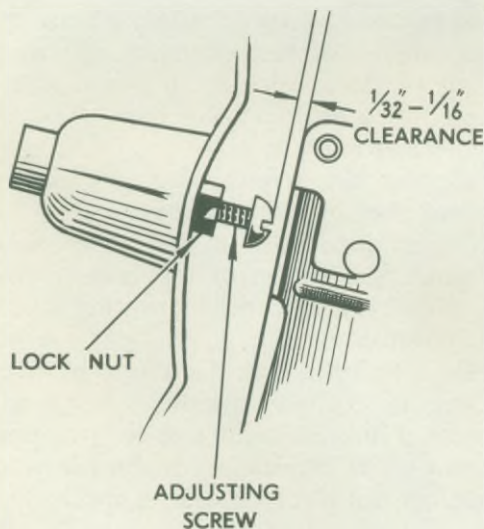


Fig. 51. Adjusting button clearance.

The Striker

Adjustment of the striker position is only necessary when the striker itself has been re-

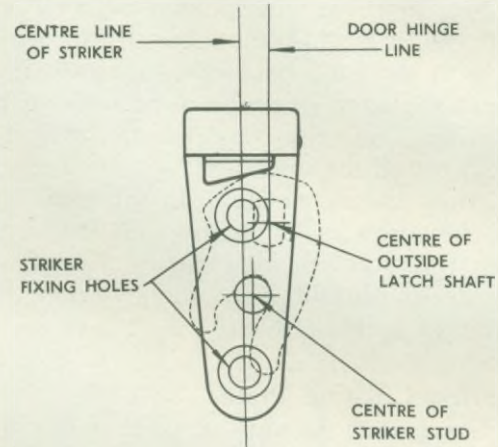


Fig. 52. Showing location of striker.

placed. Do not interfere with its setting otherwise.

The correct location of the striker in relation to the outside latch and the door hinge line is given in the diagram, (Fig. 52) but positioning is carried out by a process of trial and error—proved by checking the door closing action and the position of the door when closed.

Adjusting the Striker

Slacken off the striker screws just enough to allow the striker to be tapped into a slightly different position and retighten the screws.

Never slam the door while positioning the striker, as strained door-hinges, lock mechanism, and striker wedge housing can result. Close the door gently and try to feel for faults during the last part of travel.

IMPORTANT

When a new door has been fitted, or the original door has been fitted with a new door seal, it may be found that the door closing action is hard. This condition can be caused by faulty striker positioning, by the door seal being "high" (uncompressed), or by hinge binding. Do not, therefore, adjust the position of the striker before the cause of the hard closing has been identified. The following method can be used to diagnose the trouble.

Open the door and set the latch to fully locked.

Press the outside handle push button slowly.

Note the amount of travel *before the button touches the face of the contactor lever*—it should be $\frac{1}{32}$ — $\frac{1}{16}$ in.

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Wrongly placed strikers will give rise to one, or a combination of several, of the following symptoms:	
1. Door shut edge recessed below body profile when closed.	Striker parallel to hinge line, but set too far in.
2. Door shut edge proud of body profile when closed.	Striker set too far out.
3. Shut face of door drops when closed. Top, bottom and side lines uneven.	Striker set too low.
4. As 3, but shut face rises.	Striker set too high.
5. Door fits properly, but rattles. Can be lifted when shut. Clearance between wedge and latch.	Top of striker inclined to car interior.
6. Door closing action is hard. Continual slipping to "first safety" position. Wedge forced back against housing.	Top of striker inclined to outside of car.

Fire the lock and close the door.

Again press the push button slowly.

If the travel this time exceeds $1/16$ in., and the door is a good fit all round, then the striker is set correctly and either the door seal or the hinges are responsible for the hard closing.

When the action of the newly fitted lock and remote control assembly has been tested and found satisfactory, the door trim and fittings may be replaced.

Replace Glass Channel

Raise the window to its fullest extent. Ensure that the felt strip is in its place in the glass run channel.

Carefully offer up the top of the channel between the rear edge of the glass and the shut face of the door.

When the lower corner of the glass is square in the channel, force the channel upwards. If the channel jams after sliding up the edge of the glass for an inch or so, hold the channel rigidly in place and lower the window until it is stopped.

Raise the window, at the same time lifting the channel. The channel should then move up with the window. Take care to ease the top end of the channel past the lock; once past the lock the channel will slide into place. During the last inch or so of its upward movement feel for the metal tag at the bottom end of the channel and locate it with the peg mounted on the inside of the door shut face.

Fixing Glass Run Channel

Wind down the window and prise the felt from the top half of the channel. Insert the packing strip between the top section of the channel and the door (Fig. 45). Align the screw holes in the channel, packing strip and door, insert the screws and tighten down. Push the felt strip back into the channel. Raise the window slowly, feeling for any stiffness of action caused by the glass being tight in the channel. If stiffness is present, tighten the channel fixing screws a little more. When the window movement is satisfactory, make sure that the lock and outside handle push button do not foul the window channel during any part of their travel.

Replace Armrest Bracket (front doors only)

Hold the bracket in position inside the inner door panel, and fit the self-tapping screw. Bend double a $1\frac{1}{2}$ -2 in. length of stiff spring steel wire. Pass one leg of the U-clip so formed through both the armrest bracket stud hole in the inner door panel and the stud hole in the armrest bracket itself (Fig. 46).

Push on the armrest bracket to check the security of the clip.

Replace Trim Panel

Refit hardboard panel in inner door panel cut-out (rear doors). Fit the escutcheon springs on the remote control and window regulator spindles, small diameters against the metal door panel.

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The spring with the smallest diameter belongs to the remote control spindle. Offer the trim panel up to the door, guiding it over the armrest mounting studs and spindle ends, verifying that the escutcheon springs are compressed squarely. Align the spring clips on the trim panel with their individual holes in the inner door panel, and slap each home with the flat of the hand. Line up the screw holes in the trim panel with those in the door and fit the trim panel screws.

Replace Armrest (front doors only)

Drop the sleeve nuts into the stud holes of the armrest and offer up to the studs.

Tighten the front nut first, then rear.

Replace Window Beading

Fit window beading in place, insert screws, and tighten down.

Replace Handles and Escutcheons

Slip the escutcheon, then the handle, on to the remote control spindle. Check that the position of the handle is the same as that on the opposite door. Insert the drive pin in the appropriate hole in the handle shank and force the handle against the resistance of the escutcheon spring, simultaneously pressing down the drive pin to engage with the hole in the spindle. Tap the pin head flush with the handle shank, using a light hammer.

Work the escutcheon back over the handle shank.

Repeat this procedure with the window regulator handle, making certain that the windows on the door and its opposite number are fully closed before matching the position of the handles.

Acknowledgment

Acknowledgment is made to Messrs. Wilmot Breeden for their assistance in compiling these instructions concerning the Schonitzer Door Locks.

BODY
VANGUARD—SERIES II

COACHWORK

SUPPLEMENT

The body is mounted on to the chassis at twenty-six attachment points as will be seen in Fig. 1. The sixteen points marked at "A" and "C" include the eight jacking bracket points and are attached by $\frac{3}{8}$ " dia. \times $1\frac{5}{16}$ " long hexagonal head bolts. Six $\frac{3}{8}$ " nuts and washers are fitted at the points marked "B" and the two studs through the lower horizontal member of the radiator block carrier (marked "D") are fitted with $\frac{7}{16}$ " nuts.

At each of these twenty-four points there is a thick aluminium distance piece sandwiched between two $1\frac{3}{4}$ " dia. Kautex washers placed between the body floor panel and the chassis.

The two remaining points are in the inner front wing valances, marked "E" on Fig. 1, where $\frac{5}{16}$ " bolts are used.

The specified lightening torques for these various nuts and bolts are as follows:—

The 8 nuts at points "B"	15 lbs./ft.
The 2 bolts at points "E"	18 lbs./ft.
The 16 bolts at points "A" and "C"	22 lbs./ft.
The 2 bolts at points "D"	30 lbs./ft.

Interior wiring.

The main harness from the dash to the rear is via the left-hand body cantrail, with a lead to the trafficator at the centre pillar, and a lead to the roof light at the rear of the turret top. The main harness continues from this point through into the luggage compartment. A lead to the rear number plate passes into the trunk lid at a point by the left-hand hinge. A lead is also taken off for the fuel tank gauge unit. The remaining leads pass to the rear lights. The right-hand trafficator wire runs via the right screen pillar and thence via the cantrail to the centre pillar.

To remove rear light.

Locate the joint in the rubber sealing lace and prise one end out with a blunt instrument (such as an old screwdriver with end rounded off) and remove the lace completely. Push the sides and top of the glass outwards from inside the car with an assistant on the outside to steady the glass once it is released. The rubber

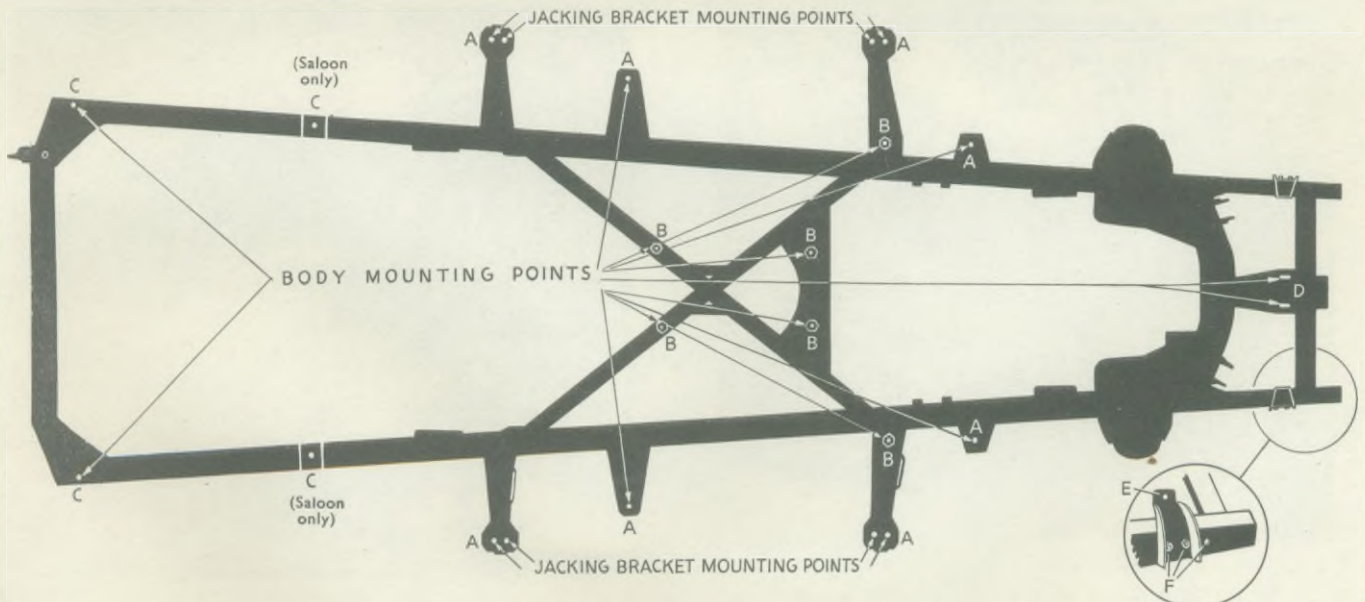


Fig. 1. Location of body mounting points

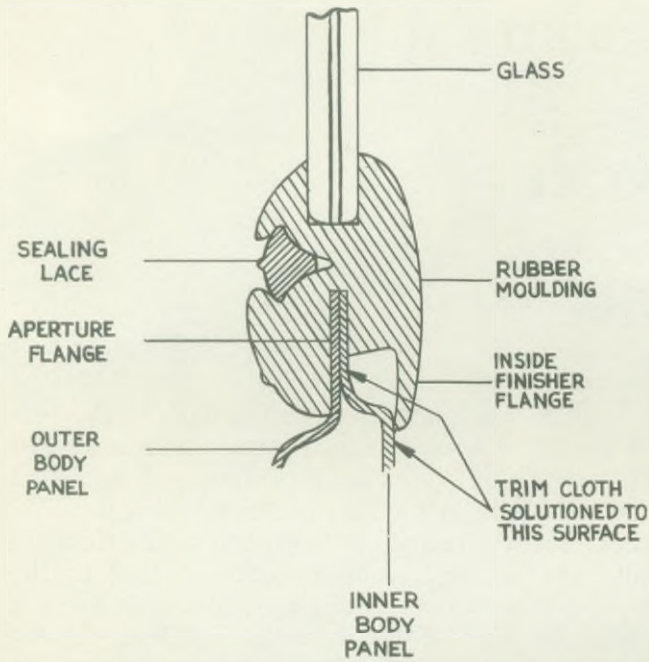


Fig. 2. Section through rear light glazing rubber

moulding can then be stripped out of the rear light aperture. See Fig. 2 for general layout of component parts.

To refit rear light.

A strip of moulding rubber (the section of which is shown in Fig. 2), approximately 10' 3" long, is fitted into the rear light aperture and the required length to fit is marked off on the rubber. The rubber is then removed and after ensuring that the one end is already square and well cut,



Fig. 3. Fitting glass to glazing rubber in rear light aperture

the other end is also cut off square, 1" longer than noted, with a very sharp knife. If the knife blade is first moistened, this will help to make a neat cut. Refit glazing rubber to the aperture, placing the joint in the centre at the top. If the extra 1" of rubber is "lost" by progressively working the rubber back around the aperture flange, a good watertight butt joint will be successfully made with the glazing rubber.

Apply "Seelastik" compound to the glass channel in the rubber and offer up the glass, placing the bottom edge into the rubber first, as shown in Fig. 3, ensuring that the lip of the inside finisher flange is properly in position over the trim cloth, as shown in the Section Drawing, Fig. 2. With the aid of the hardwood tool (mentioned in the Series I Section and shown in Fig. 13 in that section), lift the channel on the two sides in turn and tap the glass into position, using the palm of the hand. A certain amount of pressure must now be maintained against the outside of the glass to prevent it springing out whilst the top channel is lifted over the glass.

Several sharp blows with the palm of the hand will now seat the glass properly after which the inside finisher flange of the rubber should again be checked to see that it is a neat fit on to the interior head lining which surrounds the rear light.

Apply a soft soap solution with a brush to the sealing lace channel. Load one end of a 10' length of the lace into the special installing tool, as shown in Fig. 4, and starting in the centre, at the bottom of the glass (opposite the glazing rubber joint) feed in the lace. The whole job is



Fig. 4. Installing rubber lace with special tool

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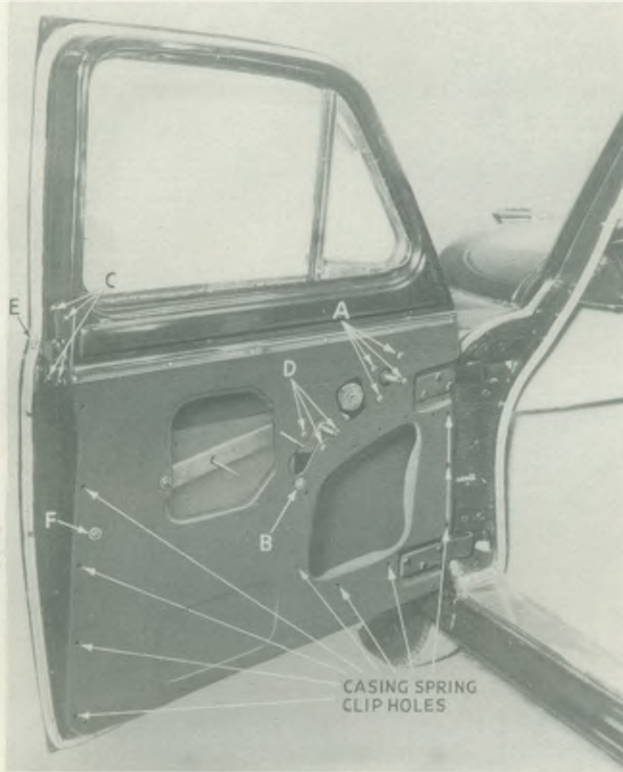


Fig. 5. Front door with casing removed

best completed if it is made a two-man operation. This above procedure applies also to the later Series I models.

Note.—The special installing tool illustrated in Fig. 4 is obtainable from the manufacturers of the "Clatonrite" Self-Sealing Weather Strip, used on Vanguard Rear Light.

Write to :—

Messrs. Howard Clayton-Wright Ltd.,
Wellesbourne,
Warwickshire.

To dismantle a front door.

1. Press spring-loaded escutcheons of inside lock handle and door glass regulator handle inwards, as shown in Fig. 8 (in the Series I Section), remove retaining pegs and draw off handles.

2. Remove arm rest and then door casing by pulling it downwards to disengage it from the top chrome finisher strip, after removal of visible fixing screws and freeing the spring clips which fit into holes in the door inner panel. See Fig. 5 for location of these holes.

3. Withdraw the four P.K. screws securing the glove box and remove it, and also remove the arm rest support bracket.



Fig. 6. Removing drop light from front door body

4. Remove the four screws (marked "A" on Fig. 5) securing the window regulator mechanism to the inner door panel, disengage the operating arm from the channel at the bottom of the glass and remove the mechanism through the glove box aperture.

5. Remove self-tapping screws (their approximate position is indicated at "B" on Fig. 6), which are embedded in the felt in each drop light channel. If difficulty is found in locating these, peel out the felt from the channel until resistance indicates the presence of a screw. Remove screw marked "B" on Fig. 5 and slide down forward channel directing its lower end towards the bottom front corner of the door body and then manoeuvre it out, through the glove box aperture.

6. The drop light may now be lowered into the bottom of the door body whilst the inner and outer waist weather strips are removed. The bifurcations should be opened carefully when releasing the outer weather strip to ensure refit. The inner weather strip is secured to a waist rail, which is spot welded to the inner door panel by four spring "U" clips. (See Fig. 7.)

7. The "lock pillar and top" glass channel (which are all in one piece) can be extracted through the glove box aperture, as shown in Fig. 8, after removing screw "F" shown in Fig. 5. The drop light may now be lifted out by manoeuvring it into the position shown in Fig. 6.

8. The vent light assembly, together with the recess for the forward drop light channel, is removed as a complete unit. This assembly is retained by three screws, their positions are marked "A" in Fig. 6. These screws, located

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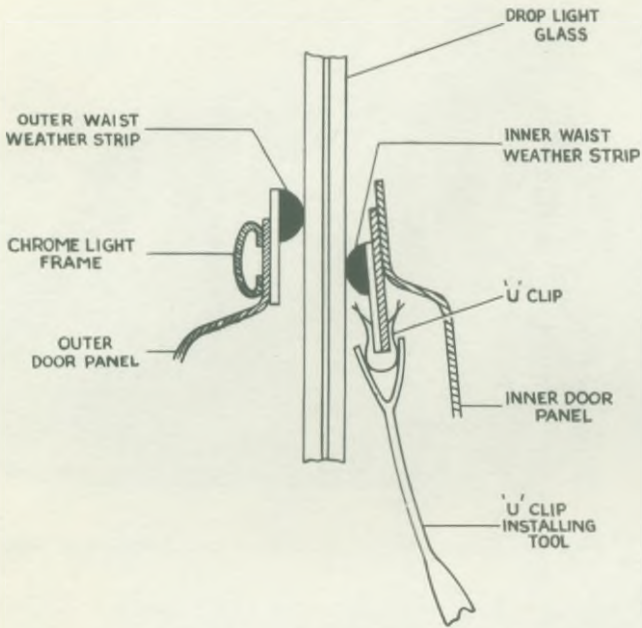


Fig. 7. Section through door body

in the moulded rubber surround, are only accessible when the ventilator is in the "open" position.

Note.—There are two drain holes formed in the moulded rubber surround, adjacent to the lower vent light pivot, these must coincide with the ones in the door panel when re-assembling.

9. It is now possible to remove the chrome light frame after carefully opening the remaining bifurcations.

10. The door locking mechanism can be withdrawn after removing the four screws marked "C" and the three marked "D" (on Fig. 5), which release the Schonitzer Door Lock and Remote Control Unit respectively. Finally, if it is required, the exterior handle can be removed after taking out the screw (marked "E") located underneath the door sealing rubber.

When refitting the door lock and exterior handle, the set screw in the operating push-button should be set so that there is $\frac{1}{16}$ " free movement with the mechanism set in the "safety" or locked position.

To remove front door lock assembly.

This necessitates first carrying out operations 1, 2, 3, 4 and 5 above, when the drop light can be lowered into the door body. Next lower the "lock pillar and top" glass channel slightly to disengage it from the top of the door so that it can be twisted inward and finally carry out operation 10.



Fig. 8. Extracting "rear and top" glass channel member

Door lock adjustment.

Instructions for setting and adjusting the door lock and remote control mechanism are fully covered in a separate manual prepared by the manufacturers of the equipment, Messrs. Wilmot Breeden Ltd., entitled "The removal and replacement of Schonitzer Locks". These manuals are at present available from the Standard Motor Co. Ltd., Spares Department, or direct from Wilmot Breeden Ltd., Service Department, Goodman Street, Birmingham, 1.

To re-assemble front door.

The dismantling procedure should be reversed and the sequence maintained for ease of re-assembly. If this is done, it will be possible to fit the "U" clips, securing the inner weather strip, quite easily, by hand. However, if the drop light has already been fitted into its operating position (and not left, as is advised at this stage, in the base of the door body), it will be necessary to use the clip inserting tool (Fig. 9) as shown in Fig. 7.

To prevent rain water that may seep past the outer waist weather strip from falling on to the window regulator mechanism and getting through the lightening hole on to the door casing,

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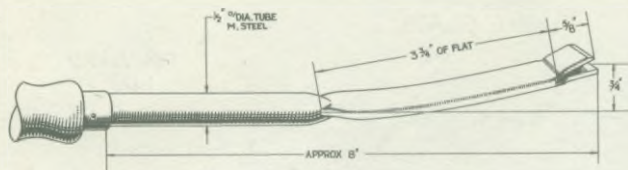


Fig. 9. Details for manufacture of "U" clip inserting tool. See under "Re-assembly of front door"

an apron, approximately 19" wide and 17" deep (which can be seen in Fig. 6), is attached to the lower edge of the drop light. This should hang with its proofed surface facing towards the outside of the car and be perfectly free to ride up and down with the drop light.

Refitting the door casing.

When refitting the door casing it is advisable first to engage the lower spring clips and then work upwards engaging these at each horizontal level progressively until the window regulator shaft is reached. At this stage the conical springs, which maintain pressure on both interior handle escutcheon plates, should be positioned between the door inner panel and the casing, with their largest ends towards the casing. Continue re-engaging the clips ensuring that those around the glove box are locating properly and that the two interior handle shafts and the arm rest attachment studs enter their respective holes in the casing properly and do not tear the trimming fabric. Before the uppermost clips are re-engaged, spring the top of the casing underneath the top chrome finisher strip and apply several sharp blows with the palm of the hand over the approximate position of each spring clip to finally seat the casing before replacing the lower fixing screws.

To dismantle a rear door.

1. Press spring-loaded escutcheons of inside lock handle and door glass regulator handle, as shown in Fig. 8 (in the Series I Section), remove retaining pegs and draw off handles.

2. Remove door casing by pulling it downwards to disengage it from the top chrome finisher strip, after removal of visible fixing screws and freeing the spring clips which fit into holes in the inner door panel. See Fig. 10 for the location of these holes.

3. Remove the rectangular plate from the wheel arch recess in the door.

4. Remove the four screws (marked "A" in Fig. 10) securing the window regulator mechanism

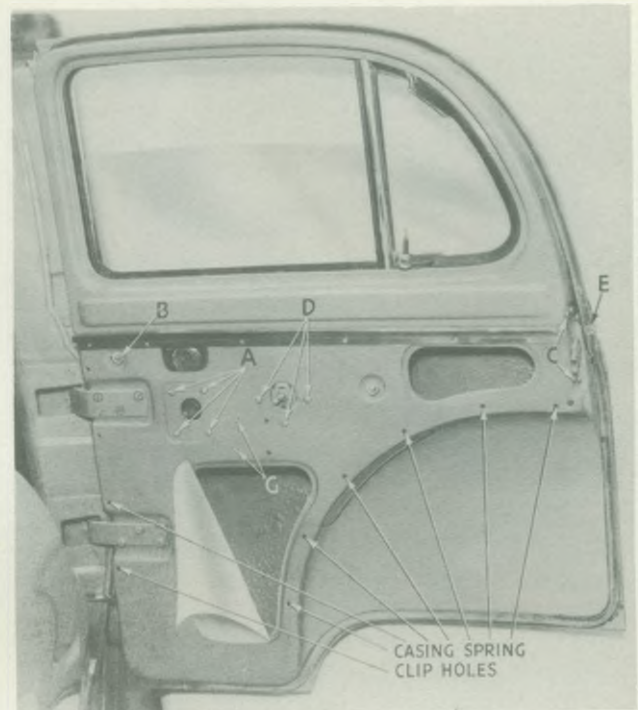


Fig. 10. Rear door with casing removed

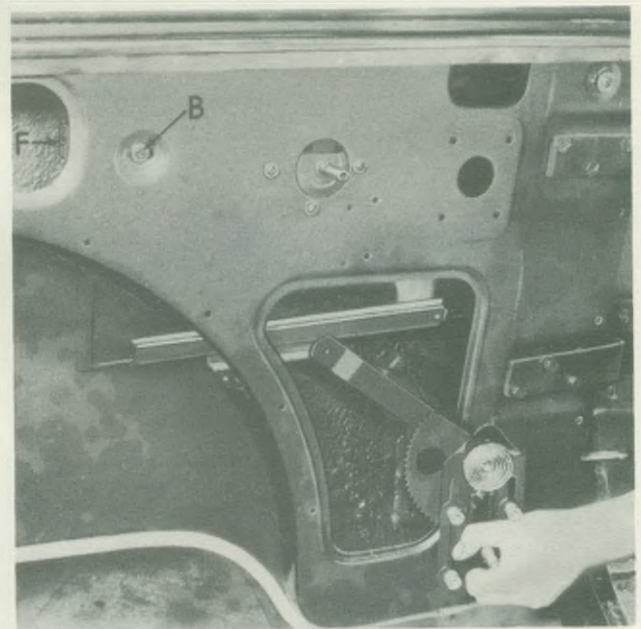


Fig. 11. Removing/refitting drop light regulator mechanism

to inner door panel, disengage the operating arm from the channel at the bottom of the glass and remove mechanism through large lightening hole as shown in Fig. 11.

BODY

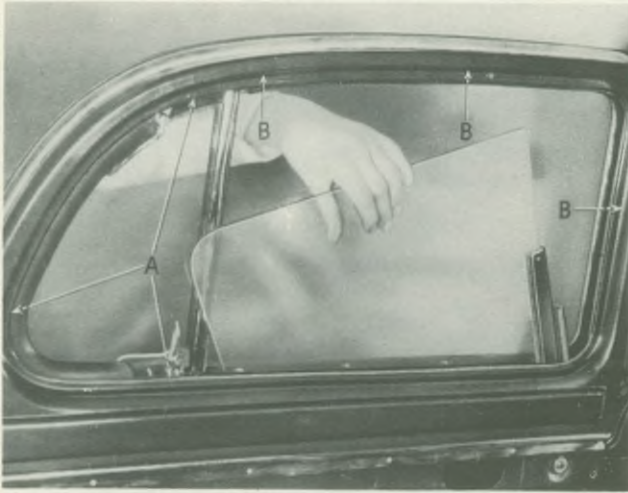


Fig. 12. Removing drop light from rear door body

5. Remove self-tapping screws (their approximate position is indicated at "B" in Fig. 12) which are embedded in the felt in each drop light channel. If difficulty is found in locating these, peel out the felt from the channel until resistance indicates the presence of a screw.

6. Through the small aperture in the inner door panel, remove the screw marked "F" (in Fig. 11), holding lower end of rear drop light channel to its support bracket. Then remove the bracket itself by withdrawing the screw marked "B" and slide down rear glass channel and out through aperture in wheel arch recess.

7. Remove screws "G" (in Fig. 10), securing the drop light "stop" to the inner door panel, and rock drop light inside door body to gain access to the bifurcations holding the outer waist weather strip which must next be removed.

8. The drop light can now be lifted out, as shown in Fig. 12, after turning it sideways inside the door body so that the regulator channel is adjacent to the hinge pillar.

9. The inner weather strip may now be removed, it being held in position by spring "U" clips, similar to the front door (see Fig. 7).

10. The "hinge pillar and top" glass channel (which are all in one piece) can be extracted through the large lightening hole (in a similar manner to that employed for front door, as shown in Fig. 8), after removing the screw marked "B" in Fig. 10.

11. The vent light assembly can now be removed as a complete unit. It is retained by three screws, the positions of which are indicated at "A" on Fig. 12. These screws, located in the moulded rubber surround, are only accessible

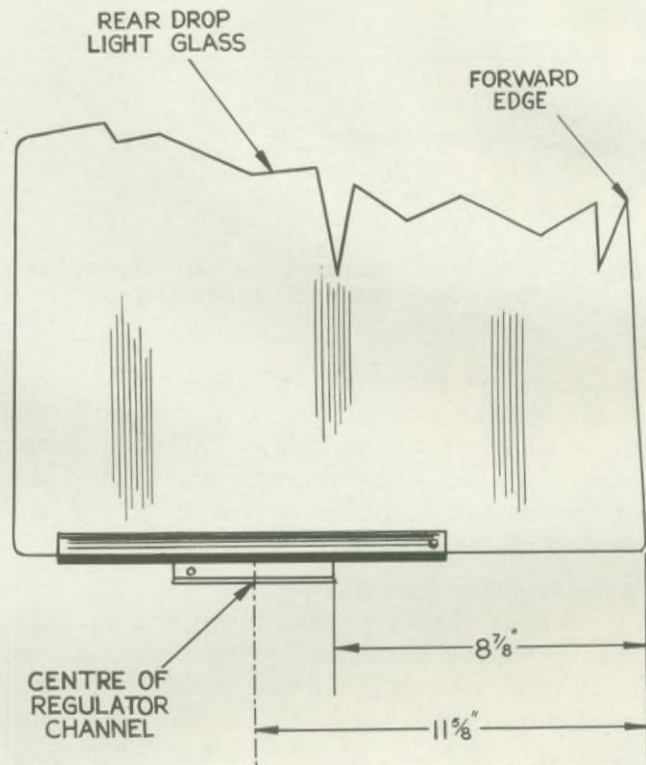


Fig. 13. Positioning of regulator channel on rear drop light glass

when the ventilator is in the "open" position.

Note.—There are two drain holes formed in the moulded rubber surround, adjacent to the lower vent light pivot: these must coincide with the ones in the door panel when re-assembling.

12. The exterior chrome light frame may now be removed after carefully opening the remaining bifurcation.

13. The door locking mechanism can be withdrawn after removing the four screws marked "C" and the three marked "D" (on Fig. 10), which release the Schonitzer Door Lock and the Remote Control Unit respectively. Finally, if it is required, the exterior door handle can be removed after taking out the screw (marked "E") located underneath the door sealing rubber.

When refitting the door lock and exterior handle, the set screw in operating push-button should be set so that there is $\frac{1}{16}$ " free movement with the mechanism set in the "safety" or locked position.

To remove rear door lock assembly.

This does not necessitate a complete door strip out, it being merely necessary to carry out

BODY

operations 1 and 2 above, then operation 6 (but there is no need to actually withdraw the rear glass channel—only its lower support bracket) and finally operation 13.

Door lock adjustment.

See under Front Door Instructions.

To re-assemble rear door.

See first paragraph of re-assembly instructions for front door, earlier in this Supplement.

Refitting the door casing.

The instructions given earlier in this Supplement for refitting the front door casing again apply, except that there is no glove box or arm rest in the case of the rear door.

Drop light operating channel.

If it is necessary to fit a new operating channel to front or rear door drop light, care must be taken to ensure that:—(a) the front drop light operating channel is fitted centrally to the base of the glass; or (b) that rear operating channel is fitted in accordance with the dimensions shown on Fig. 13.

REMOVAL AND RE-GLAZING OF WINDSCREEN.

Note.—“Seelastic” now replaces Bostic “C” as the sealing compound.

TO FIT NEW CHROME FINISHER STRIPS TO WINDSCREEN.

TO REMOVE HEAD LINING.

TO DISMANTLE INSTRUMENT PANEL ASSEMBLY.

TO REMOVE FRONT SEAT.

For these operations on the Series II models, refer to the instructions detailed earlier in the main section for the Series I model.

Adjustment of doors (Fig. 14).

There are three directions in which small adjustments can be effected to the fit of the doors should this become necessary after many miles of service. As shown in the inset to Fig. 14, these adjustments are: A—A fore and aft, B—B vertically, and C—C transversely.

Movement in direction A—A.

The three hinge bolts in both upper and lower hinges pass through elongated slots in the inner door panel to screw into a tapped plate behind. If the six bolts are partially slackened, the door can be moved fore or aft slightly within the limits of these slots, or by moving one hinge forward and one backwards, in relation to the inner panel the door can be “tipped” slightly forward or backwards as required.

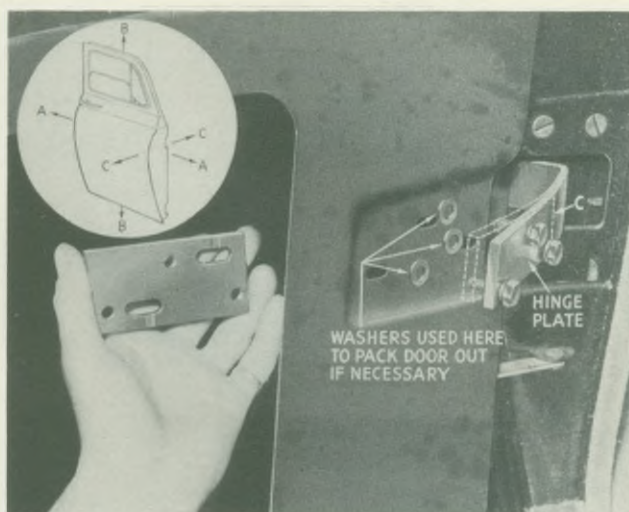


Fig. 14. Door adjustment

Movement in direction B—B.

There is a certain amount of side clearance on these slots and adjustment in the vertical direction can be effected by again slacking these bolts slightly, placing a piece of wood under the door and raising it on a jack and retightening the bolts. In extreme cases, where the door has dropped considerably, it may be necessary to file the lower side of the slots to permit an increase in movement.

Movement in Direction C—C.

If the door, at the hinge pillar, is under-flush compared with the body panels, it can be brought into line by packing out the hinge plate with washers on each bolt at either upper or lower or both hinges, as necessary.

Where the door stands proud at the hinge pillar, however, the hinge plate itself should be set from line “C”, as shown by the dotted line on Fig. 14.

Where the lock pillar edge of the door is out of alignment, striker plate adjustment will usually correct a proud standing door, but if this edge of the door has sunk under flush it may be due to collapsed door sealing rubbers, in which case these should be replaced and the striker plate re-adjusted.

Door sealing rubbers.

The “arrow” head section weather sealing rubber used around all four doors is held in position with Multigrip L5E (black) compound and, in the vicinity of the door lock, by two clips welded on to the door frame.

For renewing the sealing rubbers a

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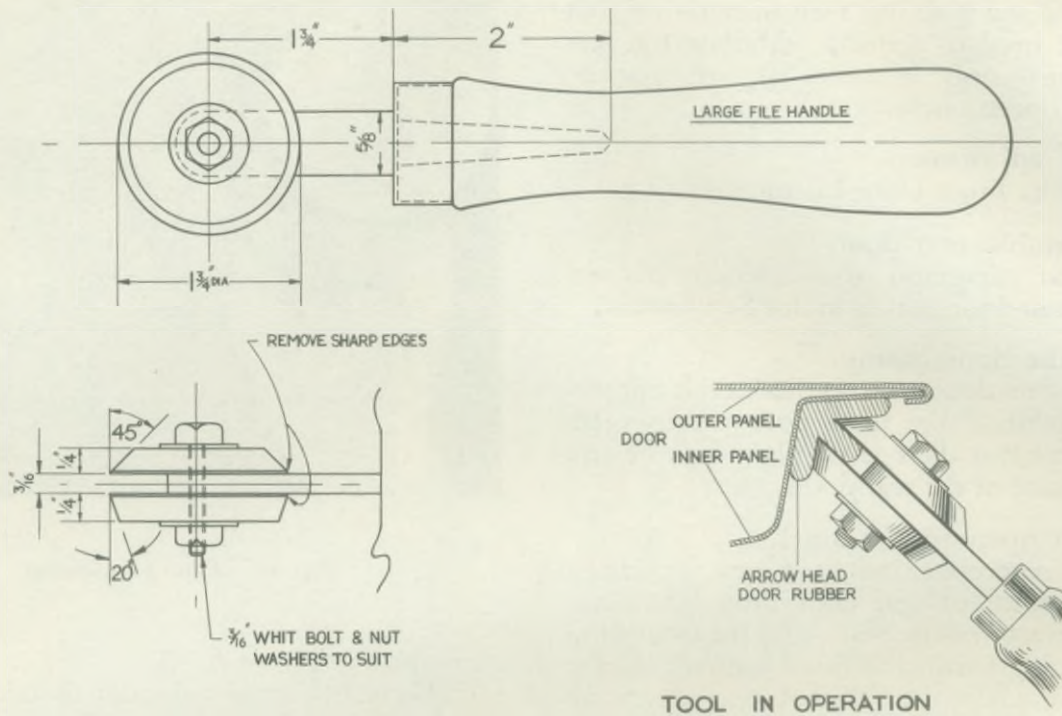


Fig. 15. Details for manufacture of "squeegee" for securing door sealing rubbers

"squeegee" tool (details for manufacture of which are shown in Fig. 15) is very helpful to assist in getting the rubber to adhere properly, as well as being correctly positioned in the corner of the door frame. However, the Standard Motor Co. Ltd. is not in a position to accept orders for this tool, or that shown in Fig. 9.

Approximate length of rubber employed:—
 Front door Approx. 11'
 Rear door Approx. 12' 6"
 Post "A" Approx. 2' 6"

Sound deadening material.

The underside of the turret top and also the floor are panelled with sound deadening felt.

For the turret top either "Harrison's Bitumen Felt" or "Flinkote Indented Felt" is employed and adhered in position with "Flinkote 325". This has been found in practice to be the only really suitable adhesive and it should be applied both to the panel and the felt.

The floor is panelled with "Harrison's 1/16" Bitumen Felt (Plain)" and the same adhesive and method of fixing is used for the turret top.

The adhesive can be obtained from The Industrial Asphalt Company, 139/143, Oxford Street, London, W.1.

Fuel tank and filler.

The "bolster" type fuel tank is fitted in the

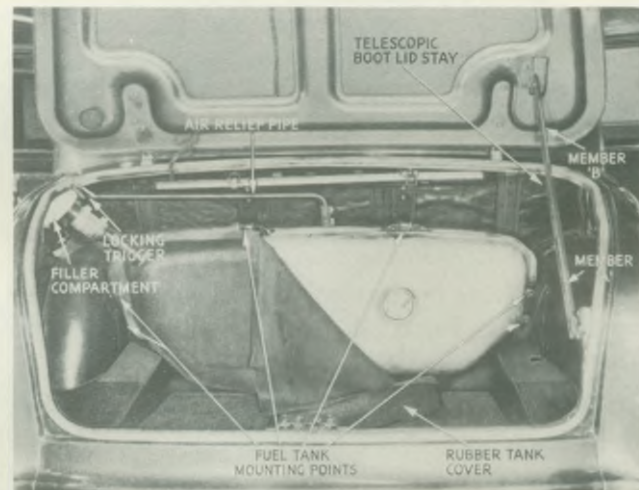


Fig. 16. Fuel tank mounting points

rear luggage compartment, just behind the squab of the rear seat. It is retained in position by six bolts, the location of which is shown in Fig. 16. An "air relief" pipe is situated in the top of the tank and is connected by a length of steel tubing and short rubber joints to an opening in the fuel filler compartment at the left-hand rear quarter of the car. The pressed lid to this compartment, which is hinged along its lower edge, has a spring toggle to hold it in either the "open"

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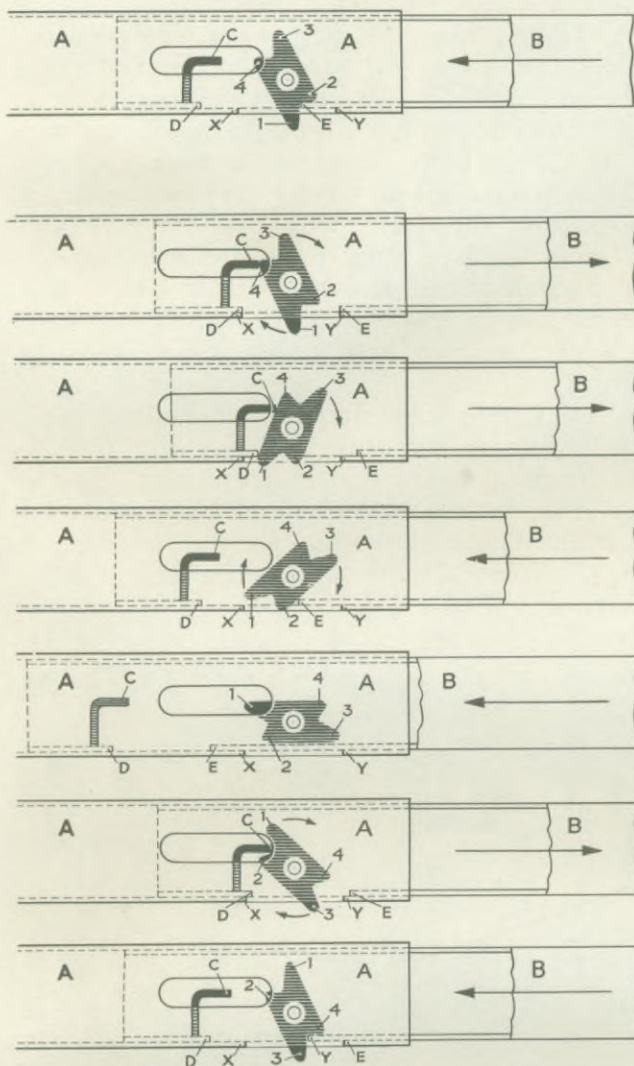


Fig. 17. Telescopic boot lid stay—operation

or "shut" position, but has no outside lock, nor is there a lock on the petrol filler cap any longer. There is, however, a spring loaded trigger, accessible from inside the luggage compartment, which will lock the lid when required. See Fig. 16.

To remove fuel tank.

It is advisable to arrange for there to be as little petrol in the tank as possible before starting this operation. The remainder is then drained off by unscrewing the union nut at the tank end of the delivery pipe.

Next, remove the rubber connecting hose of the filler pipe and that of the "air relief" pipe, situated just above the centre of the tank, and also the electrical connection to the tank gauge float unit.

Position 1.

Shows the stay supporting the boot lid in the "open" position. Slide "B" is pressing downwards (under the weight of the boot lid) in the direction of the arrow. Finger "1" of the rotary pawl is projecting through the aperture "x-y" in the outer guide tube "A" and is locking the sliding member "B" because finger "2" is abutting against the inside of member "B" at point "E", which is the upper end of the slot "D-E" cut in this member, thus preventing the pawl from rotating.

Position 2.

Lifting the boot lid slightly takes member "B" in the direction of the arrow; trip lever "C" attached to member "B" then contacts finger "4" of the pawl.

Position 3.

The trip lever "C" rotates the pawl in a clockwise direction sufficiently to move finger "2" into the path of shoulder "E".

Position 4.

The boot lid is now lowered until shoulder "E" contacts pawl finger "2" and rotates the pawl still more in the clockwise direction.

Position 5.

Shoulder "E" leaves the pawl in the horizontal position where all four fingers are clear of the apertures in both members "A" and "B". The stay can now be completely telescoped and the boot lid shut.

Position 6.

On opening the boot lid to its full extent, the stay is elongated until finger "1" of the pawl (which is still horizontal, Position 5) contacts trip lever "C" and the pawl is rotated sufficiently to move finger "3" into the path of shoulder "E".

Position 7.

On lowering the boot lid slightly, shoulder "E" contacts finger "3" and rotates the pawl while finger "4" abuts against the inside of member "B" at point "E". This completes the cycle of operations, being the same as Position 1 above with the pawl rotated through 180°.

After removing the rubber tank cover and the six holding bolts (shown in Fig. 16), the tank can be withdrawn through the luggage compartment.

Floor panel.

There is now an extra removable panel at the rear of the main removable "floor board" pressing situated just above the rear end of the gearbox. With this floor panel modification it is now possible to remove not only an ordinary gearbox, but also one fitted with an "Overdrive" Unit, without disturbing the engine or removing the clutch unit.

Telescope boot lid stay.

The telescopic stay, which is self-locking

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when the boot lid is lifted to the "open" position, is situated at the right-hand side of the luggage compartment. To release the stay again, the boot lid is lifted open a little further when the stay automatically unlocks itself and telescopes as the boot lid is lowered.

The locking is controlled by a four-fingered rotary pawl, which is pivoted in the free end of the outer guide tube (marked "A")—the member which is attached to the base of the luggage compartment. The inner sliding member, which is attached to the boot lid, is marked "B" on Fig. 16.

The diagrams in Fig. 17 show the successive positions of the rotary pawl as the stay is moved from the "locked" position to "released" and back to "locked" again.

To instal the $3\frac{1}{2}$ KW heater.

This type of equipment replaced the Two and Four KW. equipment previously specified

for use with these Models. This equipment cannot be fitted to these Models unless the scuttle has been prepared to accommodate it.

Where these Models were designed to receive the Two or Four KW equipment, two apertures were provided in the bulkhead for the base of the heater, one for the Two KW and two for the larger unit. In addition, these apertures were supplied in the scuttle for the different positions of the controls used on the two sizes of heater. Three holes were also provided for the two demister elbows, one of which was common to the two heaters and the position of each of the other two holes suiting its own particular heater.

The later bodies, after approximately Comm. No. V.179,500, are prepared for the $3\frac{1}{2}$ KW Heater, there being one aperture only for the base of the heater, two holes each being provided for the demister elbows and for the two control cables. These details will be appreciated by reference to Fig. 18.

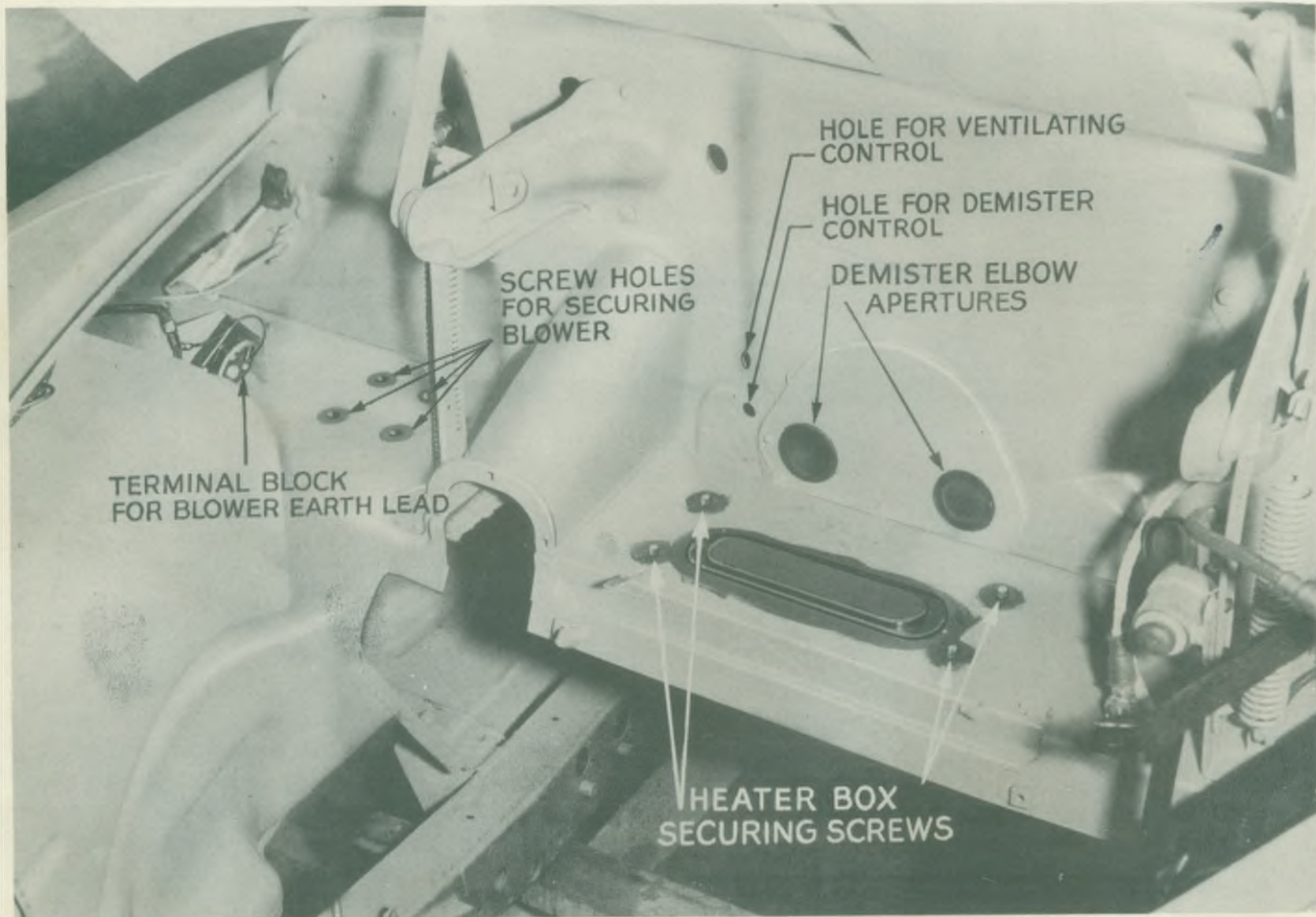


Fig. 18. Showing position of the holes for assembling $3\frac{1}{2}$ KW Heater

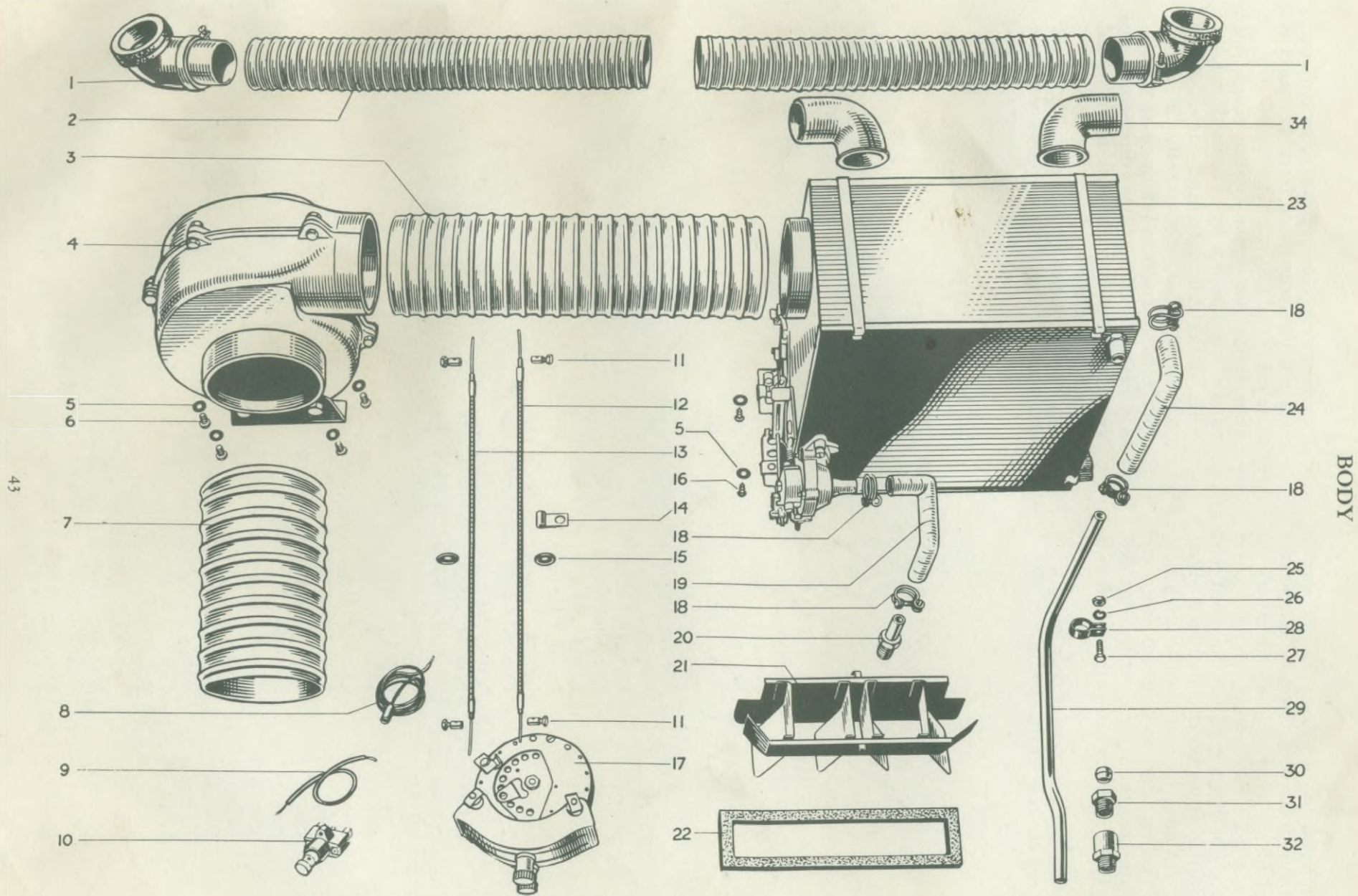


Fig. 19. Exploded details of Heater Parts. Part No. 501070-R.H.S. Part No. 501071-L.H.S.

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The installation of the $3\frac{1}{2}$ KW Heater is perfectly straightforward on Models designed for its application, it merely being necessary to remove the blanking grommets, and the cover plate, on the flat portion of the bulkhead, and then carry out the installation as indicated below. The parts required to make this installation, shown in Fig. 19, may be obtained from our Spares Department, as a pack, under Part No. 501071 for L.H.S. Models and 501070 for R.H.S. Models.

The following procedure should be adopted when carrying out this work :—

1. Drain radiator to below level of water pump, to which the return hose from the heater is attached.
2. Remove the two square-headed plugs, one on the water pump by-pass bend and the other at the rear right-hand corner of the combustion head, which seal the tapped holes for the return and outlet hose connection adaptors. Fit the two adaptors.
3. Remove the rectangular plate from the flat portion of the bulkhead (see Fig. 18).
4. Remove the rubber grommets sealing off the two holes for the demister elbows and those

NOTATION FOR FIG. 19

Notation No.	Part No.	Item	No. off
1	600981	Demister Elbow with Insert	2
2	601386	Demister Hoses	2
3	CD.27550	Blower to Heater Hose	1
4	CD.27830	Blower Unit	1
5	WM.0055	Washer—Plain	8
6	YH.8604	Self-tapping Screw for Blower Unit	4
7	CD.27624	Hose Valance to Blower Unit	1
8		Electric Cable—Long	1
9		Electric Cable—Short	1
10	58036	Switch	1
11	550056	Control Clamp	4
12	601407	Demister Cable (L.H.S.)	1
	600987	Demister Cable (R.H.S.)	1
13	601408	Interior Heating Cable (L.H.S.)	1
	601673	Interior Heating Cable (R.H.S.)	1
14	601410	Control Cable Clip (L.H.S. only)	1
15	61917	Grommet	2
16	YH.6504	Self-tapping Screw for Heater	4
17	551104	Control Assembly (L.H.S.)	1
	551105	Control Assembly (R.H.S.)	1
18	CS.4012	Clip for Hose	4
19	105176	Inlet Hose	1
20	57602	Cylinder Head Adaptor	1
21	700424	Inlet Deflector Plate	1
22	600978	Sealing Rubber for Heater	1
23	800344	Heater Unit	1
24	105177	Return Hose	1
25	NH.2007	Nut	1
26	WL.0207	Spring Washer	1
27	BH.0704	Bolt	1
28	60114	Clip	1
29	201415	Pipe	1
30	TL.0011	Sleeve for Pipe	1
31	101302	Nut for Adaptor	1
32	101343	Adaptor for Water Pump	1
34	601384	Demister Elbow (Upper)	2

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for the control cables. In addition, the grommets fitted in the eight holes for the Blower and Heater Unit holding screws must be discarded.

5. Secure Blower Unit to bulkhead, with the four larger screws of the eight supplied. Use a plain washer, from those supplied, on each screw.
6. Fold the centre section of millboard back after removing three bolts, two with hexagon heads and one with a screwdriver slot.
7. Fit two demister elbows into scuttle from inside the body. The rubber end of each elbow is provided with a recess which fits into the hole provided for it in the scuttle.
8. Fit the smaller moulded rubber elbows on to the end of each demister connection tube and the free ends of these tubes to the metal sleeves in the elbows already assembled on the scuttle. Fit the small elbows on to the two demister fishtails.
9. Position the sorbo rubber packing on the scuttle after coating this on both sides with Seelastic or other equivalent jointing compound.
10. Position the deflector plate assembly in the scuttle, on the sorbo rubber packing.
11. Having fitted the two controls to the Heater Box, position this on the sorbo packing on the scuttle, so that the two metal tubes, on the back of the assembly fit into the demister elbows in the scuttle and thread the two control cables through their rubber grommets and their respective holes in the dash.
12. Having positioned the holding screw cages over the four holes in the bulkhead, fit the screws and tighten these home, ensuring that the two outlet tubes to the demister elbows remain engaged in their elbows.
13. Fit the control lever assembly under the fascia panel just to the left or right hand side of the Instrument Panel for R.H. or L.H. Steering Models respectively (see Fig. 20). Two existing screws should be removed and

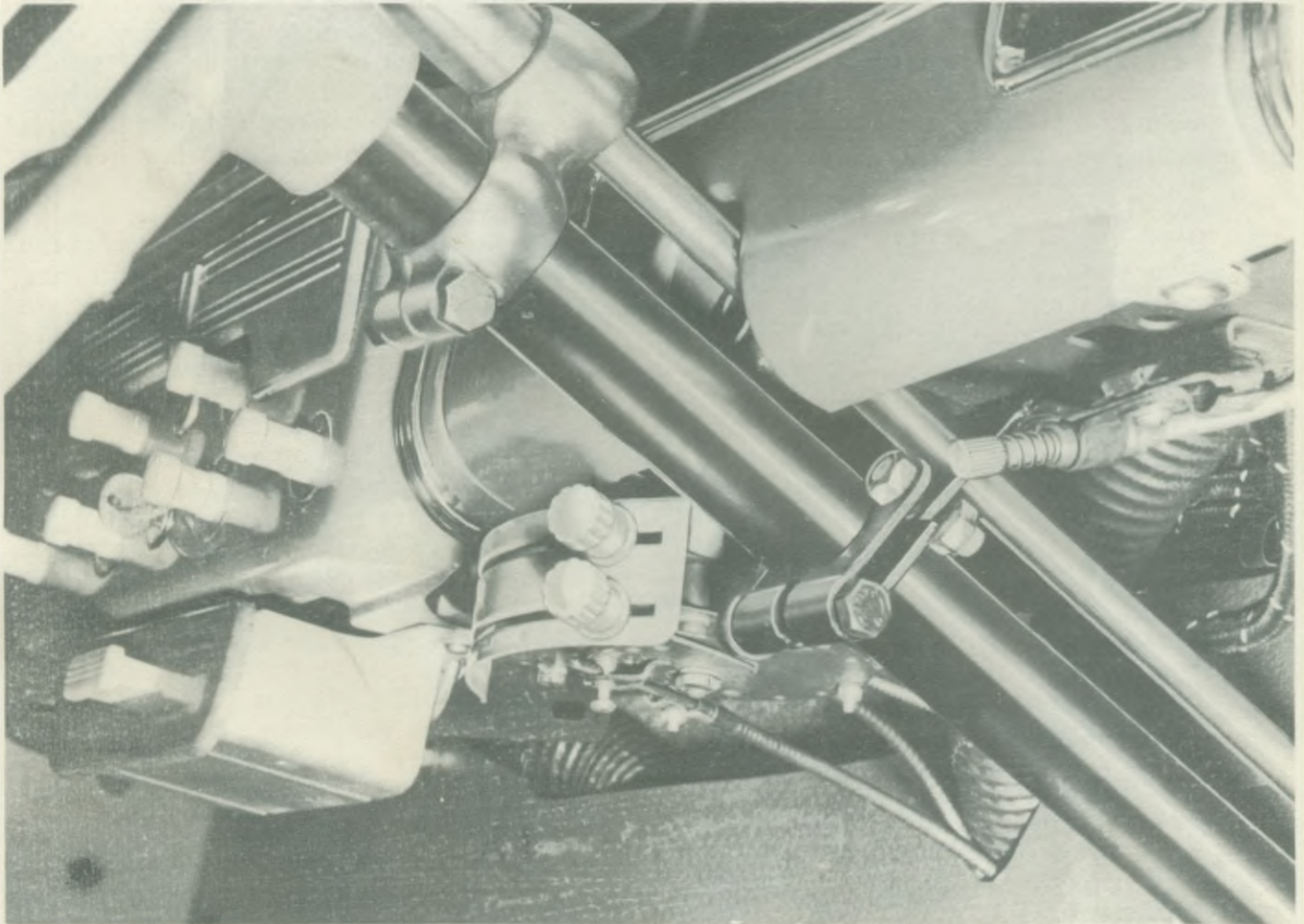


Fig. 20. Showing the position of the control assembly on a R.H.S. Model

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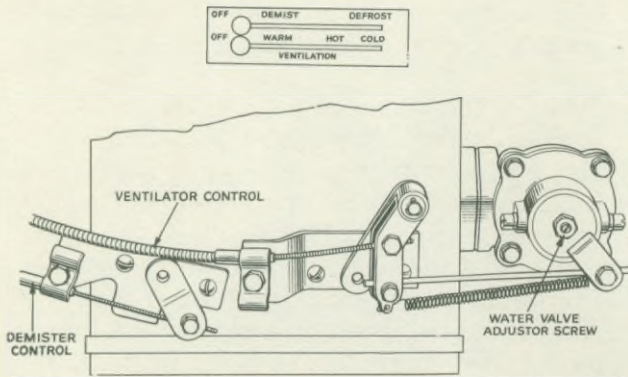


Fig. 21. Showing Air and Demister valves closed and water valve fully open

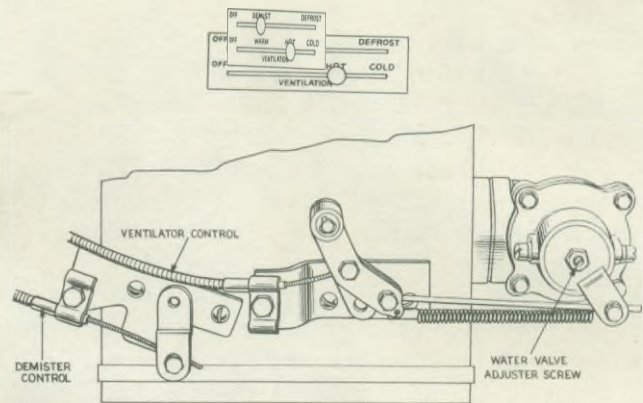


Fig. 22. Demister valve partially open, air valve fully open and water valve just beginning to close

the ones supplied with the kit used with the adaptor plates supplied to secure the assembly in position.

14. Fit the control cables to the appropriate levers on the control assembly. The shorter control goes to the Demister lever on the Heater Box and the control cables will cross one another (see Note on page 16 for L.H.S.). Fit the control levers and adjust as follows:—
 - (a) Move control lever for ventilating equipment (the bottom lever) to the "off" position and thread the cable through the two trunnions with the air valve lever (see Fig. 21) in its extreme forward position. Clamp the abutment for the outer cable with its bracket and then tighten securing screw down to the end of the cable, maintaining the control lever in the "off" position and the lever on the Heater Unit in its most forward position.
 - (b) Move ventilating control lever to "Hot" position. In this position of the control lever, the lever on the heater box should be in its extreme rearward position, with the water valve about to commence closing (*i.e.* with only slight movement of the water valve lever, backwards towards closed position).
 - (c) If the correct operation (a) or (b) is not being obtained, the length of the inner member of the control cable must be adjusted at whichever end is the more convenient. Slacken clamping screw in cable trunnion and slide cable through by an appropriate amount and re-tighten screw. Re-check as in (a) and (b) above.
 - (d) Move ventilating control lever to "Cold"

position—the lever on the water valve should now be in the vertical position as in Fig. 24 with the water flow to the heater cut off. This may be checked by attempting to blow through the valve, using the rubber hose connection for this purpose.

- (e) If the water flow is not entirely cut off as (d) proceed as follows: with the ventilating control lever still in "Cold" position, slacken clamp screw holding water valve operating rod (beneath cable attachment on the heater box). Move water valve independently of heater valve—a slight resistance to motion should be felt as the lever approaches and passes the vertical position—indicating that the valve is seating correctly. In the very unlikely event of this resistance not being felt, an adjustment should be made to the centre screw on the water valve lever one-quarter turn clockwise is usually sufficient. With ventilating lever still in "Cold" position as in (d), refit water valve operating rod and holding water valve lever in vertical position, retighten clamp screws.
- (f) To adjust the Demisting and Defrosting Control, proceed as follows:—
 - (i) Move Demister Control Lever to "OFF" position on control quadrant—the demist valve lever on the heater unit should now be at its extreme forward position and no air should pass through the windscreen nozzles with the blower running (see Fig. 21).
 - (ii) Move demisting control lever to "Defrost" position—the lever on

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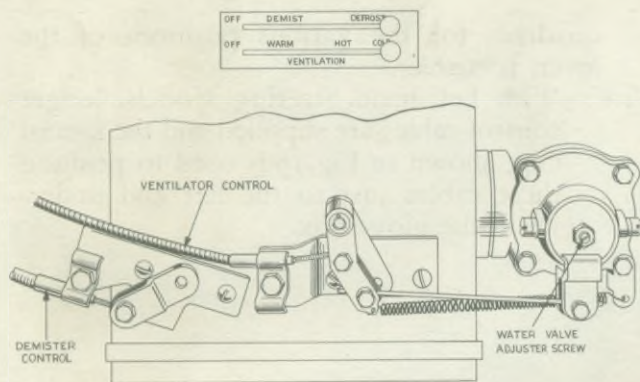


Fig. 23. : Air and Demister valves fully open, water valve closed

the heater unit should now be at its extreme rearward position (see Fig. 23).

- (iii) If the correct operation at (i) or (ii) above is not being obtained, adjustment must be made as in 14 (c) above.

15. Having fitted the control cables correctly, the electrical connections should be made. The loose electrical cables should be fitted to the switch and the free end of the short cable attached to the "live" side of the windscreen wiper switch, whilst that of the longer cable, with its "plug in" attachment, should be connected to the cable with a ferrule on it, which is attached to the Blower Unit. The free end of the other cable attached to the Blower Unit should be connected to earth, a convenient "earthing" point being the terminal block below and slightly forward of the Blower itself.
16. Fit the outlet water pipe to the left-hand side of the combustion head, attaching the steady bracket to the plate which is welded to the rocker cover for this purpose.
17. Fit the outlet and inlet rubber hoses and clips on the heater box and secure these to their respective connections on the engine (see Fig. 24).

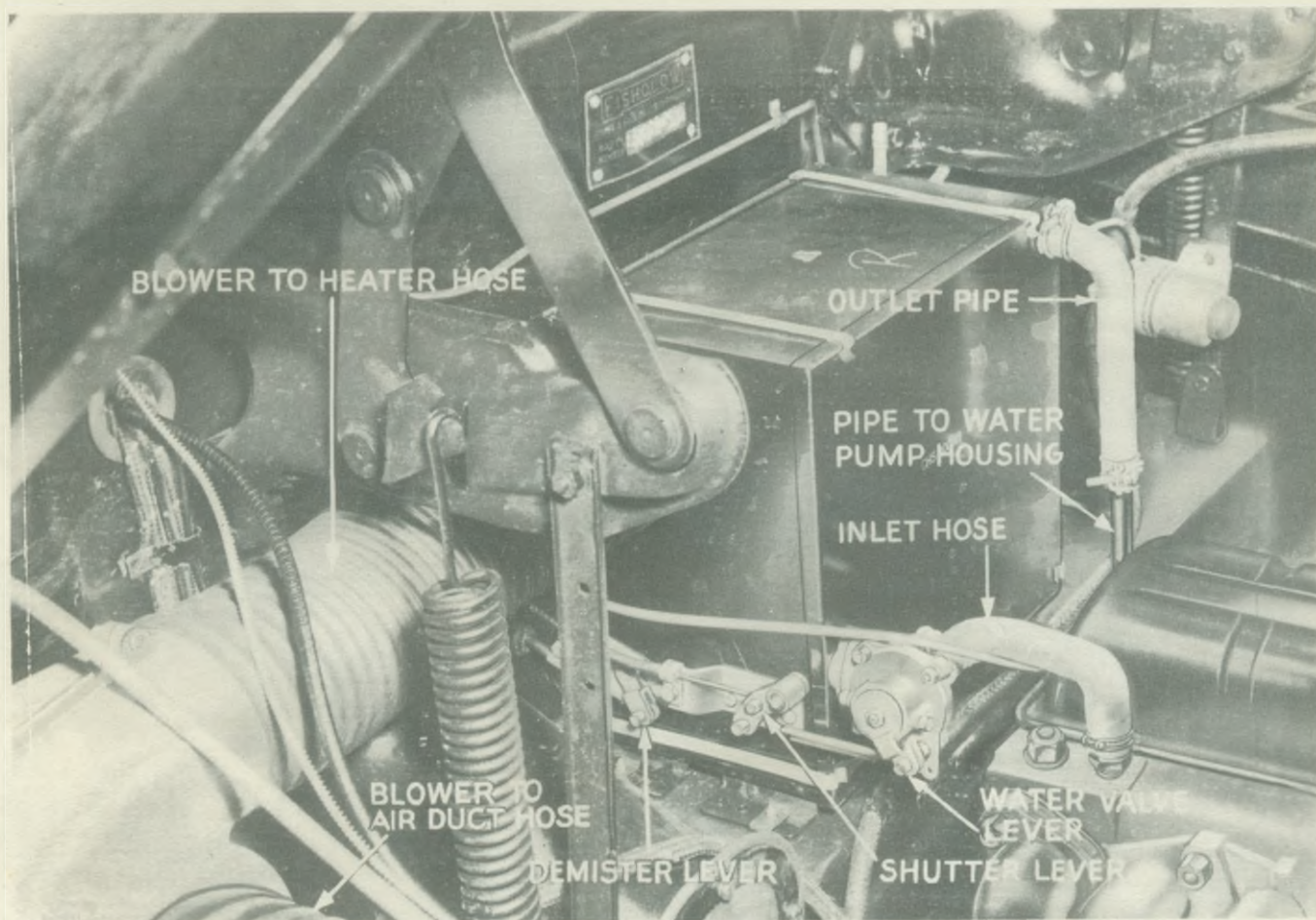


Fig. 24. View showing hose connections

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18. Refit millboard covering inside car.
19. Having completed the assembly and refilled radiator, a final check should be carried out, with the engine running, for possible water leaks and to ensure that operation of the cables to provide the condition of ventilation, or heating, indicated on the control

quadrant for the various positions of the lever, is correct.

Note : With Left-hand Steering Models, longer control cables are supplied and the special clip, shown in Fig.19 is used to position these cables just to the left and underneath the glove box.

BODY

THE WILMOT BREEDEN SCHONITZER DOOR LOCKS

HOW THE LOCKS OPERATE

On closing the door, the open end of a slotted, inwardly inclined lever, mounted parallel to the shut face of the door, engages with a striker stud on the door pillar. The lever—the outside latch—is moved downwards and outwards by the stud and in doing so rotates a cam—the inner latch cam—in the lock interior.

In contact with the cam is a pawl which engages successively with two depressions in the cam profile. The first of these depressions represents the “first safety” position, and the second, “fully locked”. Should the door be closed with only sufficient force to engage the pawl with “first safety”, the striker stud is retained opposite a recess in the latch slot, allowing the door to rattle when the car is in motion, so giving audible warning that the door is not properly fastened.

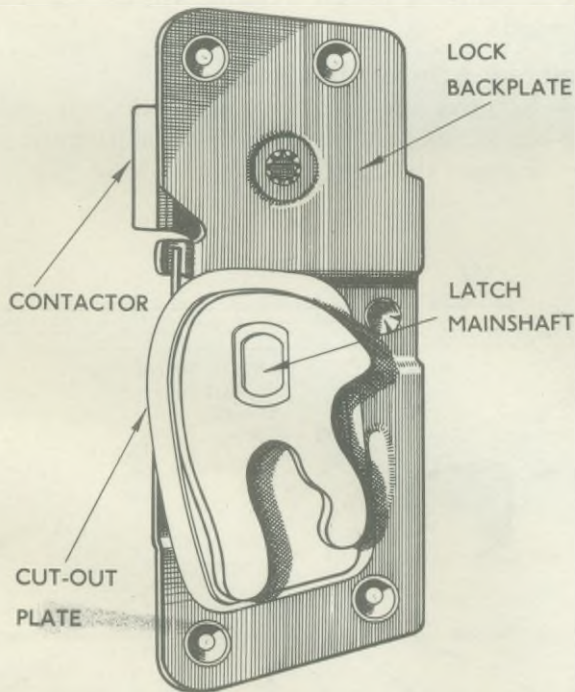


Fig. 25. Outside latch (locked).

The engagement of the outside latch (Fig. 25) with the striker stud tends to force the door upwards, and to prevent this a bronze wedge, free to slide laterally, is fitted in a housing above the striker stud (Fig. 26). As the latch rotates, a cam profile on its upper end comes in contact with the wedge, which thereby holds the latch down against the stud and permits only lateral movement of the door.

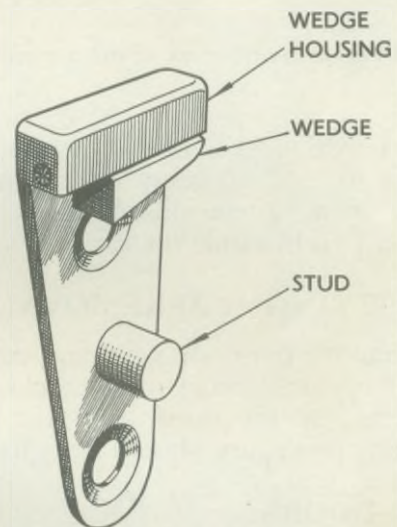


Fig. 26. Striker assembly.

From outside the car, the doors are opened by pressing a push button. The button moves the contactor lever, which in turn trips the inner latch cam pawl and the cam returns to the open position under the action of a spring. From the inside of the car a normal rotary type handle is used to release the latch through a remote control linkage (Fig. 27). Movement of the handle trips the pawl through the simple linkage action. To prevent the passenger's doors from being opened from the outside, the inside handles are moved in the opposite direction to their opening action. This brings the remote control linkage into a position which checks any movement of the contactor lever; it is known as the “on safety” position. The driver's door outside handle has a key-operated locking device, and the remote

BODY

control handle will not move to "on safety", a "non-safety" stop in the remote control cam preventing this.

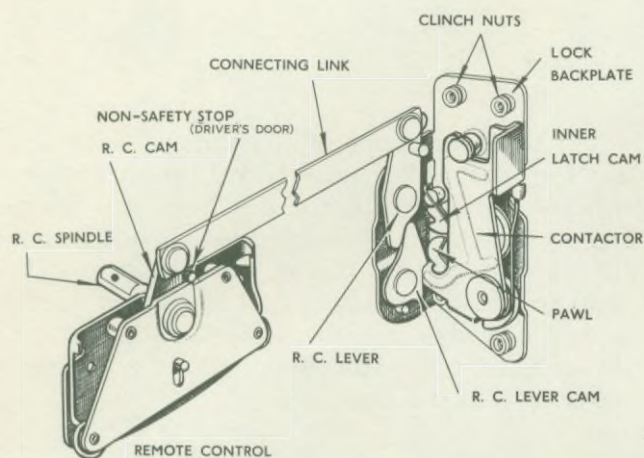


Fig. 27. Diagrammatic view of the Schonitzer Lock.

The inside handles of the passenger's doors may be set to the "on safety" position while the doors are open. Once closed, the doors can be opened only from inside the car.

LOCK FITTING AND REMOVAL NOTES

To remove the door locks and their remote controls without damage to the locks, the door components, or the door trim, the following dismantling procedure should be adhered to.

FRONT DOORS:

Remove Inside Handles

Wind the window up.

Press the inner part of the remote control handle escutcheon into the outer escutcheon, exposing the pin through the handle shank. Push out the pin with a special removal tool or an awl (Fig. 28).

Repeat this procedure with the window regulator handle.

Cars with leather trim have one-piece plastic escutcheons fitted. These are supported from within the trim panel by coil springs. To remove a handle fitted with such an escutcheon, force the escutcheon against the trim panel until the head of the pin in the handle shank is exposed, then continue as above.

Remove Armrest

With a screwdriver remove the two slotted sleeve nuts holding the armrest to the trim panel.

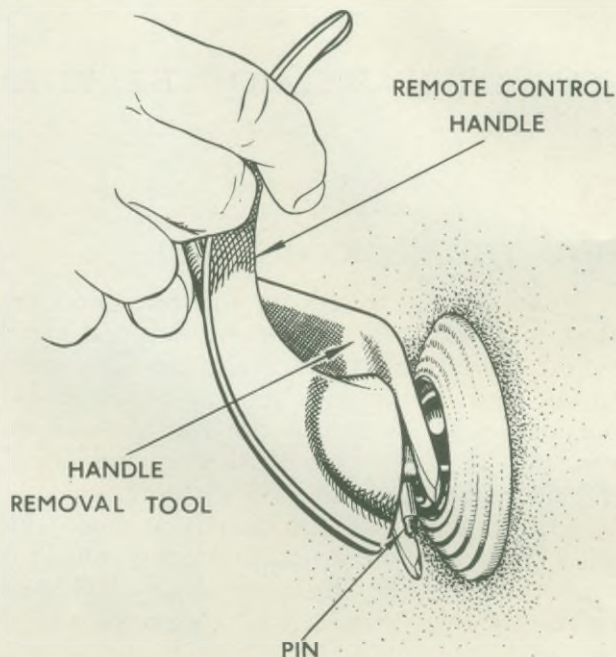


Fig. 28. The door handle being removed.

Remove Trim Panel

Remove the five screws along the bottom of the panel and the single screw at the forward edge (Fig. 29).

Prise the panel (held by spring clips) from the inner door panel, working from the bottom upwards.

Remove Armrest Bracket

Remove the screw securing the rear end of the bracket and the clip securing the forward end. Extract the bracket from the door.

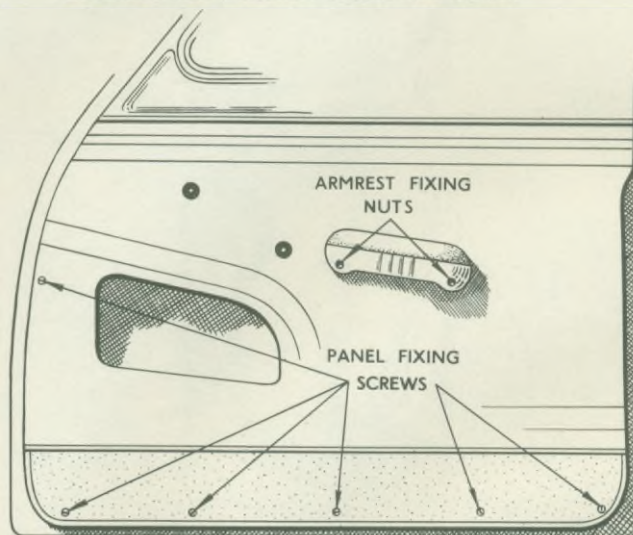


Fig. 29. Removing front door trim panel.

BODY

Remove Rear Glass Channel Bracket Screw

Remove the screw (Fig. 30) securing the bottom bracket of the rear glass run channel.

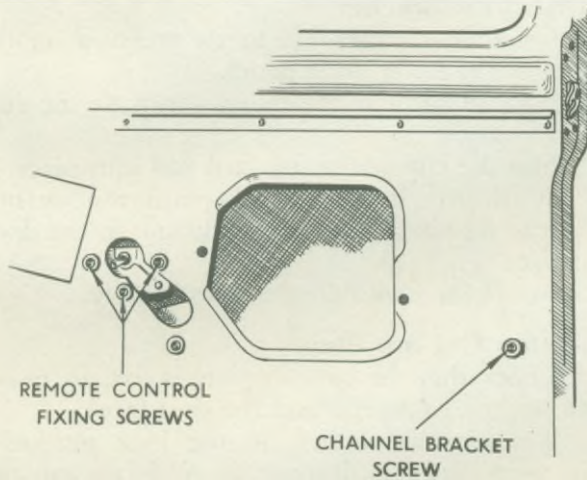


Fig. 30. Showing location of glass run channel bracket screw (front door).

Remove Remote Control and Lock Fixing Screws

Strip off the leathercloth patch over the remote control.

Remove the three screws securing the remote control to the door.

Turn the outside latch of the lock to the locked position.

Remove the four screws securing the lock to the door shut face.

Remove Lock and Remote Control

Push the spindle of the remote control clear of the inner door panel and swing the assembly down.

With one hand, grip the lower end of the rear glass run channel and pull it forward slightly; with the other hand, push the outside latch inwards through the shut face.

When the latch is through the shut face, work the lock downwards between the channel and inner door panel.

Fitting Replacement Lock and Remote Control

To fit the door locks and their remote controls correctly, carry out the following operations in their sequence.

Presetting Lock

Hold the lock in one hand, and with the other turn the outside latch as far as it will go.

The flats on the latch mainshaft will then be near vertical relative to the lock backplate, and the lock itself set at "fully locked" (Fig. 31).

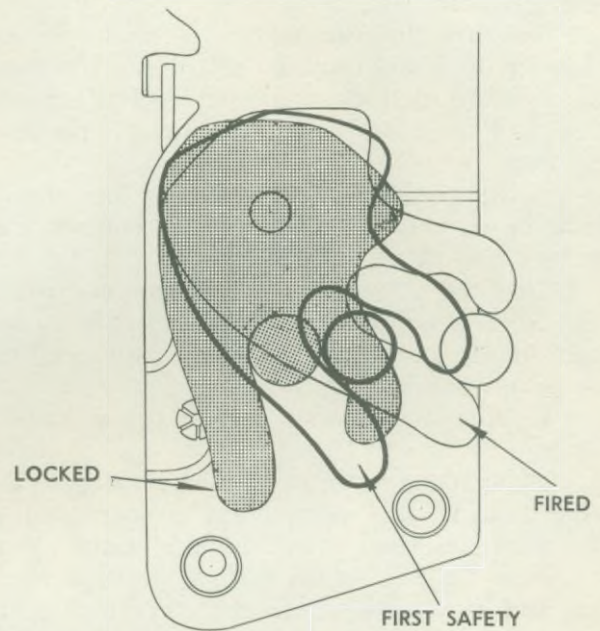


Fig. 31. Outside latch positions.

Presetting Remote Control

Slip the remote control handle on to its spindle, grip the remote control firmly in one hand and turn the remote control cam in the direction of the lock (imagining both locks and remote control mounted on the door), until the cam clicks into the "on safety" position (Fig. 32).

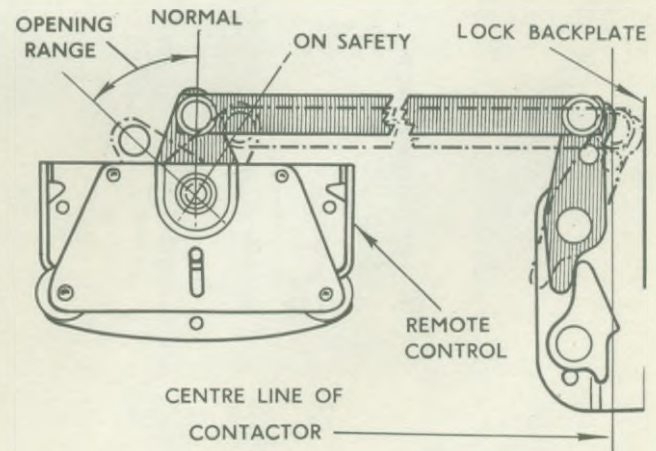


Fig. 32. Showing "on safety" position.

BODY

When dealing with a remote control intended for the driver's door it will be necessary first to remove the non-safety stop from the cam before the remote control can be present.

Fitting Lock

See that the mechanism is well greased. Insert the lock and remote control into the door, and, holding the lock vertically, slide it between the end of the rear glass run channel and the door shut face.

In this position the connecting link should push the remote control lever into contact with the lock backplate (See Fig. 32).

Alter the position of the remote control to meet this condition if necessary. The screw holes in the inner door panel are elongated for this purpose.

Tighten the screws securing the remote control.

If the remote control is being fitted to the driver's door, the "non-safety" stop should, at this point, be fitted to the remote control cam.

Turn the cam to the normal position to do this, and afterwards check that the stop in the remote control lever does not interfere with the operation of the contactor.

Replace the leathercloth patch.

Secure Rear Glass Channel

Slip the window regulator handle on to its spindle and wind down the window.

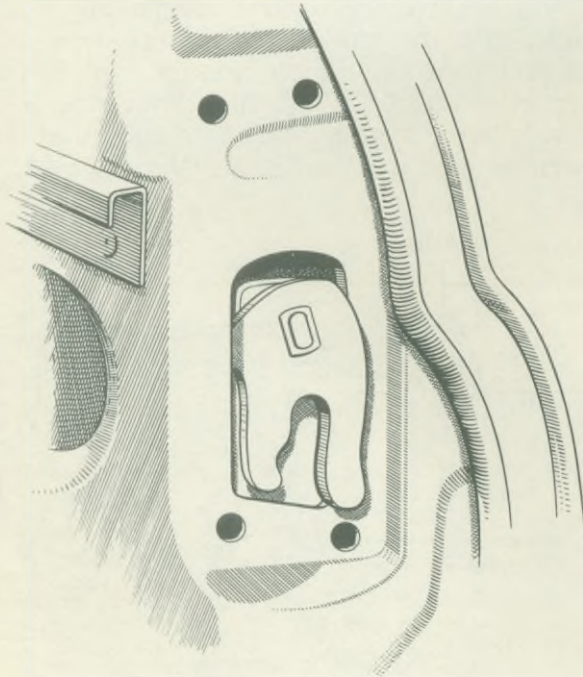


Fig. 33. Inserting lock through door shut face.

Replace the fixing screws of the rear glass run channel bottom bracket, and tighten.

Wind up the window, and remove the handle.

Fit Armrest Bracket

Offer up the bracket to its position on the inside of the inner door panel.

Fit and tighten the fixing screw at the rear end.

Slip the clip at the forward end into place.

Work the lock upwards until the outside latch can be eased through its cut-out in the door shut face (Fig. 33).

Insert the lock fixing screws loosely.

Locating Cut-out Plate

Check that the cut-out plate is free to move between the backplate and the shut face.

Tighten the screws on the lock gradually and, as the lock is drawn up, guide the cut-out plate into place—the raised area projecting through the shut face and the flange held between the shut face and the backplate.

It is important that no part of the raised area remains sandwiched by the shut face and backplate, as this will throw out the alignment of the lock.

Fitting Remote Control

See that the unit is well greased.

Swing the remote control into place on the inner door panel.

Insert the screws finger tight.

Check that the remote control cam is still in the "on safety" position.

Replace Trim Panel

Ensure that the sealing strip round the door pocket is in place.

Where fitted, replace the escutcheon springs on the remote control and window regulator spindles, the smaller diameter of the spring against the door.

Locate the upper edge of the panel with the chromium-plated channel on the door.

Locate the panel clips with their respective holes and knock home, after first making sure that the remote control and window regulator spindles and the armrest fixing studs are projecting through their appropriate holes.

When the clips are fastened, replace the screw at the front edge of the panel and then the five screws along the lower edge.

Replace Armrest

Slip the armrest on to its studs, and fit and tighten the sleeve nuts.

BODY

Replace Interior Handles and Escutcheons

Position the remote control escutcheon on its spindle.

Slip the remote control handle on to the end of the spindle.

Insert the pin in the appropriate hole in the handle shank.

Push the handle along the spindle, compressing the escutcheon spring, until the pin locates with the drilling in the spindle (Fig. 34).

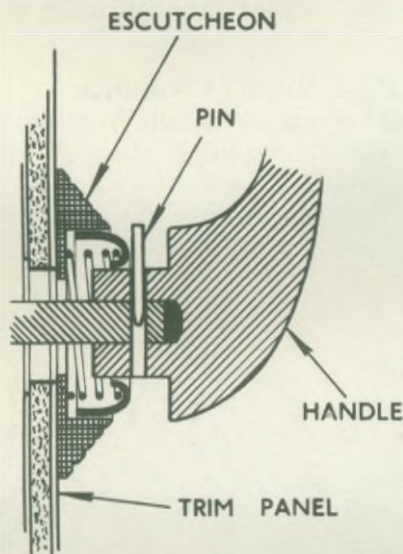


Fig. 34. Inserting pin through door handle and shaft.

Tap the pin home, and allow the inner part of the escutcheon to return over the handle shank.

Repeat this procedure with the window regulator handle, after first winding up both windows and matching the position of the handles.

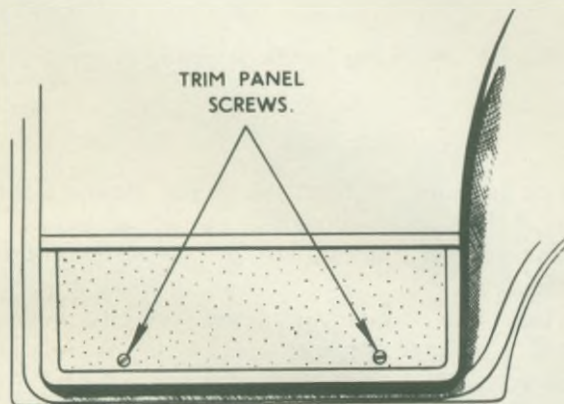


Fig. 35. Removing rear door trim panel.

REAR DOORS:

Remove Interior Handles and Escutcheons

As front doors.

Remove Trim Panel

As front doors, except that only two screws are fitted (Fig. 35).

Loosen Rear Glass Channel Bracket

Peel off the two large leathercloth panels covering cut-outs in the inner door panel.

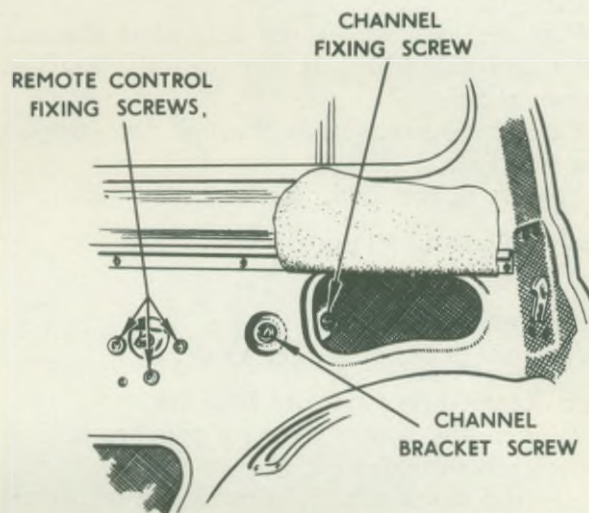


Fig. 36. Showing location of glass run channel (rear door).

Remove the screw securing the rear glass run channel bracket to the inner door panel.

Slacken the screw securing the bracket to the channel (Fig. 36).

Remove the Lock and Remote Control

Turn the outside latch to the locked position.

Remove the four screws securing the lock to the door shut face.

Remove the three screws securing the remote control to the inner door panel.

Ease the outside latch through the shut face cut-out.

Push the r.c. spindle through the door panel and lower the unit as far as it will go.

Pass the connecting link down between the rear glass channel bracket and the inner door panel.

Remove the assembly through the lower panel cut-out.

BODY

Fitting Replacement Lock and Remote Control

To fit the door locks and their remote controls correctly, carry out the following operations in their sequence:

Presetting Lock

As front doors.

Presetting Remote Control

As front doors.

Fitting Lock

Insert the assembly through the lower door panel cut-out.

Pass the lock under the rear glass channel bracket and pass the link between the bracket and door panel.

Ease the outside latch through the cut-out in the shut face.

Loosely fit the fixing screws in the lock.

Locating Cut-out Plate

As front doors.

Fitting Remote Control

As front door, passenger's side.

Fasten Rear Glass Channel Bracket

Tighten the screw securing the bracket to the rear glass run channel.

Slip the window regulator handle on to its spindle and wind down the window.

Fit and tighten the screw securing the bracket to the inner door panel.

Wind up the window and remove the handle.

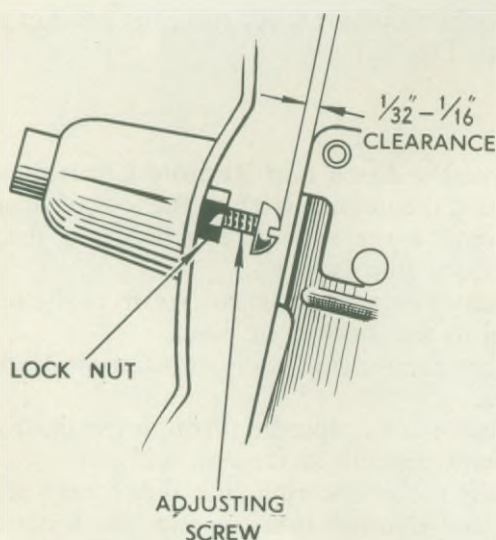


Fig. 37. Adjusting button clearance.

Replace Trim Panel

As front doors.

Replace Interior Handles and Escutcheons

As front doors.

OUTSIDE HANDLES

When a replacement lock and remote control have been fitted satisfactorily, check (by pressing the outside handle push button) that the clearance between the head of the push button adjusting screw, and the face of the contactor is $1/32$ – $1/16$ in. (Fig. 37).

Adjusting Push Button Clearance

Remove the outside handle from the door by taking out the screw fitted through the door flange (Fig. 38).

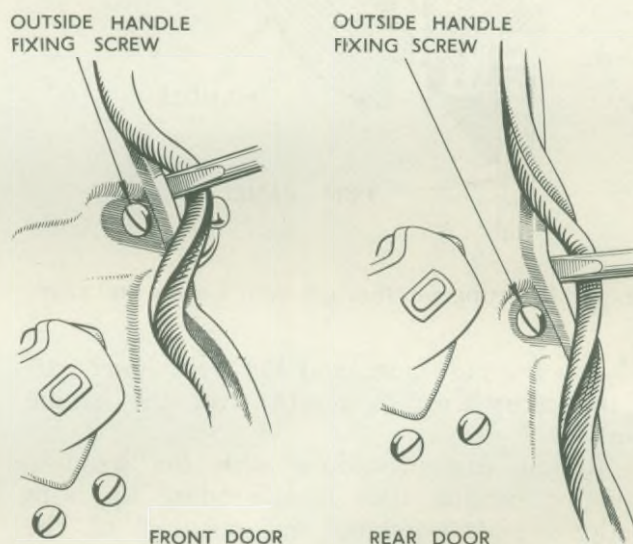


Fig. 38. Showing handle securing screw.

The handle can then be pulled clear of the door and the clip holding it at its forward end.

Slacken off the adjusting screw lock nut (See Fig. 37).

Turn the adjusting screw clockwise to increase clearance or anti-clockwise to reduce clearance.

Tighten the lock nut.

Refit the handle and recheck clearance; remove and readjust if necessary.

BODY

THE STRIKER

Adjustment of the striker position is only necessary when the striker has been moved or replaced. Do not interfere with its setting otherwise.

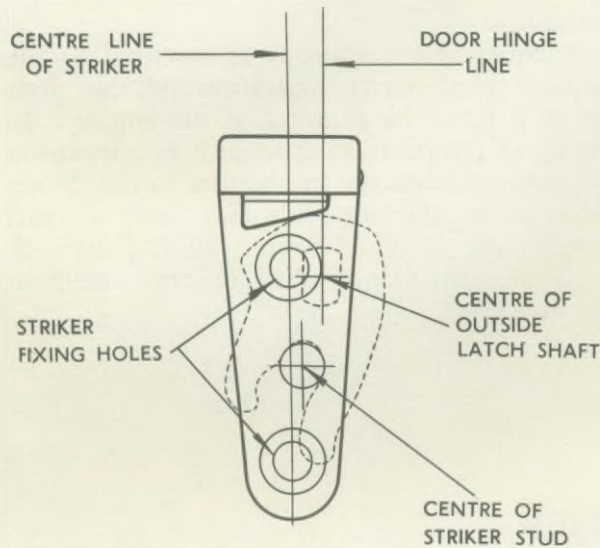


Fig. 39. Location of striker when door is shut.

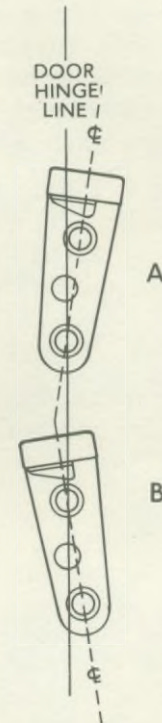


Fig. 40 (a and b). Adjusting the striker.

Wrongly placed strikers give rise to one, or a combination of several, of the following symptoms:	
1. Shut edge of door is below body profile when closed.	Striker parallel to hinge line, but set too far in.
2. Shut edge of door is proud of body profile when closed.	Striker set too far out.
3. Shut face of door drops when closed. Top, bottom and side lines uneven.	Striker set too low.
4. As 3, but shut face rises.	Striker set too high.
5. Door fits properly, but rattles and can be lifted when shut. Clearance between wedge and latch.	Top of striker inclined to car interior (Fig. 40a).
6. Door closing action is hard. Continuous slipping to "first safety" position. Wedge forced back against housing.	Top of striker inclined to outside car. (Fig. 40b)

BODY

The correct location of the striker in relation to the outside latch and the door hinge line is given in the diagram (Fig. 39) but positioning is carried out by a process of trial and error—proved by checking the door closing action and the position of the door when closed.

Adjusting the Striker (Fig. 40A and B)

Slacken off the striker screws just enough to allow the striker to be tapped into a slightly different position and retighten the screws.

IMPORTANT

When a new door has been fitted or the original door has been fitted with a new seal, it may be found that the door closing action is hard.

This condition can be caused by faulty striker positioning, by the door seal being “high” (uncompressed), or by hinge binding. Do not, therefore, alter the position of the striker before the cause of the hard closing has been identified.

Lubrication

Adequate lubrication is as essential to the continued trouble-free operation of the door locks as it is to the running of the engine. In extremes of temperature especially, condensation is liable to form on the mechanism in the doors, so that at regular intervals (say once a year) the trim panel should be removed and the lock and remote control units lubricated with a medium grade grease.

ACKNOWLEDGEMENT

Acknowledgement is made to Messrs. Wilmot Breeden for their assistance in compiling these instructions concerning the Schonitzer Door Locks.