

Number	0.1
Section	Heating and Windscreen Washing Equipment
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Date	January, 1960

### WINDSCREEN WASHING EQUIPMENT - FROST PRECAUTIONS

#### Mark 2 Models

Contrary to instructions contained on page 22 of the Mark 2 handbooks it has been found that emptying the water from the container may not protect the unit from frost damage as a certain amount of water may be retained in the pump unit.

It is, therefore, recommended that two measures of denatured alcohol (methylated spirits) is added per container of water; the underside of the rubber filler cover will be found to form a measure. Do NOT use any additive other than that recommended as this will be detrimental to the equipment.

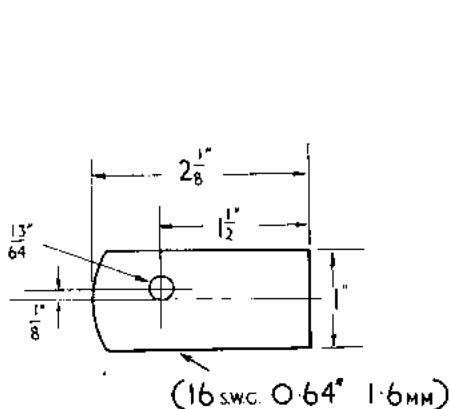
#### INADEQUATE HEATING

#### Mark 2 Models

If complaints are received of insufficient heating and demisters blowing cold when the control is in the HOT position, carry out the following rectification procedure:-

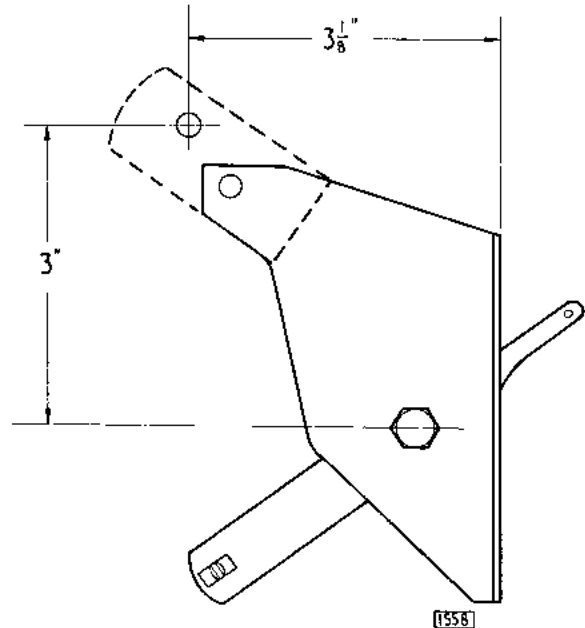
- (1) Place the control in the "Hot" position.
- (2) Check the uppermost of the two levers on the engine side of the heater box for further travel. (Note: a small amount of extra travel due to compression of the foam rubber sealing strip is normal).
- (3) If extra travel exists this indicates that the heater flap is not closing fully and it will be necessary to carry out the following modification.
- (4) Remove the casing from the left-hand side of the heater panel by unscrewing the two knurled nuts. Detach the Hot-Cold knob by unscrewing the screw in the side of the knob. Remove the two nuts at the rear of the operating lever bracket and detach the bracket. Disconnect the cable and remove the outer cable clip.

- (5) Make up an extension strip from 16 S.W.G. (.064" - 1.6 mm) steel and weld or bolt it to the control lever bracket in the position shown.
- (6) Refit the outer cable clip to the hole in the extension strip.
- (7) Reconnect the cable and refit the bracket.
- (8) Re-check operation as described in paragraphs 1 and 2.



INS.	MM.
$3\frac{1}{8}$	79.4
3	76.2
$2\frac{1}{8}$	54.0
$1\frac{1}{2}$	38.1

INS.	MM.
1	25.4
$\frac{13}{64}$	5.16
$\frac{1}{8}$	3.2



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## HEATING SYSTEM WATER VALVE

<u>Models affected</u>	<u>R.H. Drive</u>	<u>L.H. Drive</u>
2.4 litre Mark 2	102348	125529
3.4 litre Mark 2	151568	175697
3.8 litre Mark 2	201145	212774

On cars with the above chassis numbers and onwards a water valve is fitted to the heater unit. This valve is coupled to the temperature control flap in the heater unit and is operated by the "Hot-Cold" control in the driving compartment.

Owing to differences in the heater matrix and pipes the water valve cannot be fitted to the previous type of heater unit.

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**SEALING HEATER TO PREVENT FLOW OF HOT AIR WHEN CONTROL IS  
IN THE "COLD" POSITION**

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(Early Mark 2 Models)

If on early Mark 2 cars not equipped with a water valve (see Service Bulletin number 0.2) trouble is experienced with the heater delivering warm air when the control is in the "cold" position the following procedure should be carried out:-

1. Check that the flap control on the side of the heater is closing fully when the temperature control in the driving compartment is in the "cold" position.

If the flap is found to be closing fully it will be necessary to remove the heater and fit sealing strips in the following manner.

2. Affix a piece of polyurathene (Part number C.15966) to seal the gap at the hinge of the lower flap as shown in Fig.1.
3. Remove the end cover plate (11 screws) and affix a piece of polyurathene (Part number C.17408) to seal the gap adjacent to the upper flange hinge (see Fig.2.)
4. When replacing the heater matrix in the box ensure that the long strip of black felt affixed to one side of the matrix is uppermost.

**Note:** The addition of the polyurathene strips will also increase the heat output when the control is in the "Hot" position, provided the modification detailed in Service Bulletin number 0.1 has been carried out.