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WATER TEMPERATURE GAUGE

<u>Models affected</u>	<u>Commencing Chassis Numbers</u>	
	<u>R.H.D.</u>	<u>L.H.D.</u>
240	1J.2037	1J.30225
340	1J.5118	1J.80222
'S' Type 3.4 litre	1B.9118	1B.26283
'S' Type 3.8 litre	1B.59610	1B.80350
4.2 'E' Type F.H.C.		1E.34945
4.2 'E' Type Open 2 seater		1E.16538
4.2 'E' 2 + 2		1E.77838

Commencing at the above chassis numbers a Water Temperature Gauge was introduced which has zonal dial markings, replacing the existing method of calibrating in degrees. The new gauge is marked "NORMAL" to indicate a safe water temperature, whilst the 'danger' area is illustrated by means of red colouring.

In all other respects the new gauge remains identical with the old instrument, is fully interchangeable, and will be used for all Spares replacements when stocks of the existing gauges are exhausted.

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IGNITION COILS AND H.T. LEADS

<u>Models affected</u>	<u>Commencing Chassis No.</u>		<u>Commencing Engine No.</u>
	R.H.D.	L.H.D.	
240			7J.2891
340			7J.51712
3.4 litre 'S' model			7B.10458
3.8 litre 'S' model			7B.65020
4.2 'E' type			7E.17655
4.2 'E' type 2 + 2			7E.54609
420	1F.6629	1F.27389	
420G	G1D.55267	G1D.77609	

Commencing at the above Engine or Chassis Numbers, LUCAS ignition coils with "push-in" H.T. terminals were fitted.

Coils with the nut type terminals are interchangeable with the later type which are available under Jaguar Part Number C.30120. It will, however, be necessary to replace the existing cable connector with connector C.30667, and fit cable sleeve C.28854.

Fit the connector as follows:-

- (1) Strip insulation back $\frac{1}{2}$ " (12.7 mm.) and fold back wire.
- (2) Fit connector and crimp securely in position.

The coil terminals on the new coils will be indicated by "+" and "-" signs and not as previously with "SW" and "CB" signs.

When connecting the L.T. leads care must be taken to ensure that the leads are connected as follows:-

Cars with positive (+) earth system - white cable to negative (-) terminal.

Cars with negative (-) earth system - white cable to positive (+) terminal.

The new coils are a universal type and the clamp position may have to be adjusted to enable the cables to be attached. Tighten the clamp bolt after re-positioning to a torque of 8 - 15 lb./in. (9.2 - 17.3 kg/cms.).

Over-tightening will collapse the coil case.

Spares Bulletin Q.146 refers.

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SMITHS TRANSISTORISED ELECTRIC CLOCKS
420, 420G, (L.H.D. AND R.H.D.)
4.2.'E' TYPE AND 4.2 'E' TYPE 2 + 2 (L.H.D. ONLY)

A considerable number of the time clocks fitted in the screen rail of the above cars which have been returned to the Works as faulty have, on being tested, proved to be in perfect condition.

Further tests have shown that the mercury cell which provides current for this clock, had been exhausted.

It is, therefore, ESSENTIAL that the cell, which is easily replaceable, should be checked either by substitution or by means of a voltmeter before assuming that the clock is faulty. Battery voltage is 1.35 volts.

If subsequent examination by the manufacturer proves no defect in the time clock, this will be redebited to the Distributor concerned.

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AMMETERS

<u>Models affected</u>	<u>Commencing Chassis Numbers</u>	
	<u>R.H.D.</u>	<u>L.H.D.</u>
4.2 'E' Type. F.H.C.	1E.21847	-
4.2 'E' Type Open Sports	1E.2073	-
4.2 'E' Type 2 + 2	1E.51260	-
420G	G1D.55405	G1D.77653
420	1F.7100	1F.27491

Commencing at the above chassis numbers, ammeters with increased length terminal posts were fitted to the instrument panel.

This modification was introduced to accommodate the extra cables now fitted to these terminals, and care should be taken when ordering replacements that the correct Part Number (C.28606) is quoted.

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IGNITION TIMING

Checking the ignition timing by means of a stroboscopic timing light should always be carried out with the vacuum advance unit connector pipe disconnected from the inlet manifold.

Variations may, in isolated cases, exist in the inlet manifold depression which could give rise to a different set of figures to those stated in the relevant Service Manual if this method of checking is not adhered to.

The data quoted in the Service Manual - Section P - is for a distributor mounted in a test rig and must, therefore, be doubled to relate to crankshaft degrees.

The reading on the damper is in degrees of crankshaft rotation.

Example:

Distributor degrees
5 - 7

Crankshaft degrees
10 - 14