LAGONDA INSTRUCTION BOOK

ASTON MARTIN

LAGONDA

Owners Instruction Book

ASTON MARTIN LAGONDA

The information contained in this booklet applies to a range of vehicles and not to a specific vehicle. For the specification of a particular vehicle Owners should consult their Distributor or an authorised Dealer. The Manufacturer, Aston Martin Lagonda (1975) Limited reserves the right to alter specifications with or without notice, and at such times and in such manner as is thought fit. Major as well as minor changes may be involved in accordance with the Manufacturer's policy of continued development.

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One copy of this booklet is provided with each car.

ASTON MARTIN LAGONDA (1975) LIMITED,
NEWPORT PAGNELL, MILTON KEYNES MK16 9AN,
ENGLAND.
Telegrams
Astomartia, Newport Pagnell

Telex 82341

Telephone: 0908
Newport Pagnell 610620

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FOREWORD

The Aston Martin Lagonda car is designed to combine sustained high speed driving with rapid acceleration and positive control. New owners are advised, therefore, that the response of the car to the controls calls for decisive handling. Until a new owner has become thoroughly familiar with the car's high level of performance it is respectfully suggested that the car is driven with extra care. Once the response of the car has been assessed the owner will find that the car behaves impeccably and safely throughout its speed range.

The Aston Martin Lagonda must not be used to tow any form of trailer or another vehicle.

The consequences of any accident or any other damages to the car that arise, as a result of the car being improperly used in this way, will not be considered the responsibility of the Manufacturer, the Distributor or the Dealer from whom the car was purchased.

Right Hand (R.H.) and Left Hand (L.H.) references are relative to the driving position.

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SPECIFICATIONS AND GENERAL DATA

LICENSING

Car serial number (chassis/engine number)	Stamped onto brass plate riveted onto a wheel arch in the engine compartment

ENGINE

Layout and number of cylinders	90° V8
Firing order	1A, 1B, 4A, 2A, 2B, 3A, 3B, 4B, A bank – right hand B bank – left hand
Bore	100 mm (3.94 in)
Stroke	85 mm (3.35 in)
Capacity	5340 cc (326 cu. in)
Compression ratio	9.5:1
Max Revs (intermittent)	6250 rpm
Valve operation	Four overhead camshafts operating valves via hardened tappets with shim pad adjustment. Driven by twin two-stage Duplex chains with automatic and manual adjustment
Tappet clearance inlet	0.37 – 0.41 mm (0.014–0.016 in)
exhaust	0.42 – 0.46 mm (0.016 – (0.018 in)

CARBURATION

Type	Weber, 42 DNCF 79/150
Number of carbs.	Four
Choke	36 mm
Main jet	1.40 mm
Air corrector	2.00 mm
Idle jet	0.55 mm
Float chamber level	49.00 mm. From face to bottom of float
Float needle	2.00 mm
Weight of float	11.8 ± 0.25 grms

SPARKING PLUGS

Type	NGK BPR 6EV
Gap	0.76 mm (0.030 in)

IGNITION SYSTEM

Type	Lucas 'OPUS' mark 2 electronic
Distributor	Lucas 35 DE8
Ignition coil	Lucas 22C12
Ballast resistor	Lucas 47246A 9BR
Gap between pick-up module 'E' core and timing rotor outer edge	0.50 – 0.55 mm (0.020 – 0.022 in)

AUTOMATIC TRANSMISSION

Type	Torque convertor and 3-speed epicyclic geartrain

Ratios	
Top	1:1 (3.07:1 overall)
2nd	1.45:1 (4.45:1 overall)
1st.	2.45:1 (7.52:1 overall)
Rev.	2.20:1 (6.76:1 overall)
Torque convertor	2:1
Cooling	Oil cooled. Oil/air heat exchanger positioned in front of radiator

FINAL DRIVE

Type	Hypoid drive unit supported in rubber mounted cradle. Limited slip differential and roller drive shafts
Ratio	3.07:1

PERFORMANCE DATA

Top gear speed at 1000 rpm	24.0 mph (38.4 kph)

DIMENSIONS

Overall length	528 ~~582~~ cm (207.9 in)
Wheelbase	291 cm (115.0 in)
Overall width (without mirror)	179 cm (70.5 in)
Overall height	130 cm (51.25 in)
Track	
Front	150 cm (59 in)
Rear	150 cm (59 in)
Kerb weight	1980 kg (4365 lb)
Ground clearance	14 cm (5.5 in)

CAPACITY

Fuel tank	126 litres (28 Imp. galls.)
Engine sump	11.3 litres (20 Imp. pts.)
Auto. trans. and cooler	8.5 litres (15 Imp. pts.)
Final drive	2 litres (3.5 Imp. pts.)
Cooling system	18.1 litres (32 Imp. pts.)
P.A. steering	2 litres (3.5 Imp. pts.)
Hydraulic fan	1.7 litres (3 Imp. pts.)
Anti-freeze solution	33%
Washer bottle	4.5 litres (8 Imp. pts.)

WHEELS AND TYRES

Wheels	Steel 6JK × 15
Tyres	Avon 235/70 HR15, Turbosteel radial, Tubeless
Pressure: unladen	1.90 kg/sq cm (27 lb/sq in)
fully laden	2.46 kg/sq cm (35 lb/sq in)

FRONT SUSPENSION

Type	Independent. Incorporating unequal length wishbones and ball jointed king pins, co-axial coil springs and telescopic shock absorbers

REAR SUSPENSION

Type	De-Dion axle located by parallel trailing links and Watts linkage. Coil springs and self levelling telescopic shock absorbers

BRAKES

Type	Discs, ventilated.
Operation	Vacuum assisted.
System	Separate front/rear
Handbrake	Floor mounted operating independent calipers on rear discs

STEERING

Type	Rack and pinion (Burman)
Operation	Power assisted
Steering wheel	Single spoke, leather covered
Steering column	collapsible

STEERING GEOMETRY

Toe in	4 mm ±1 mm (3/16 ± 1/32 in)
Castor angle	2°45′ to 3° 15′
Camber angle	0° to +0°30′

DRIVE BELTS

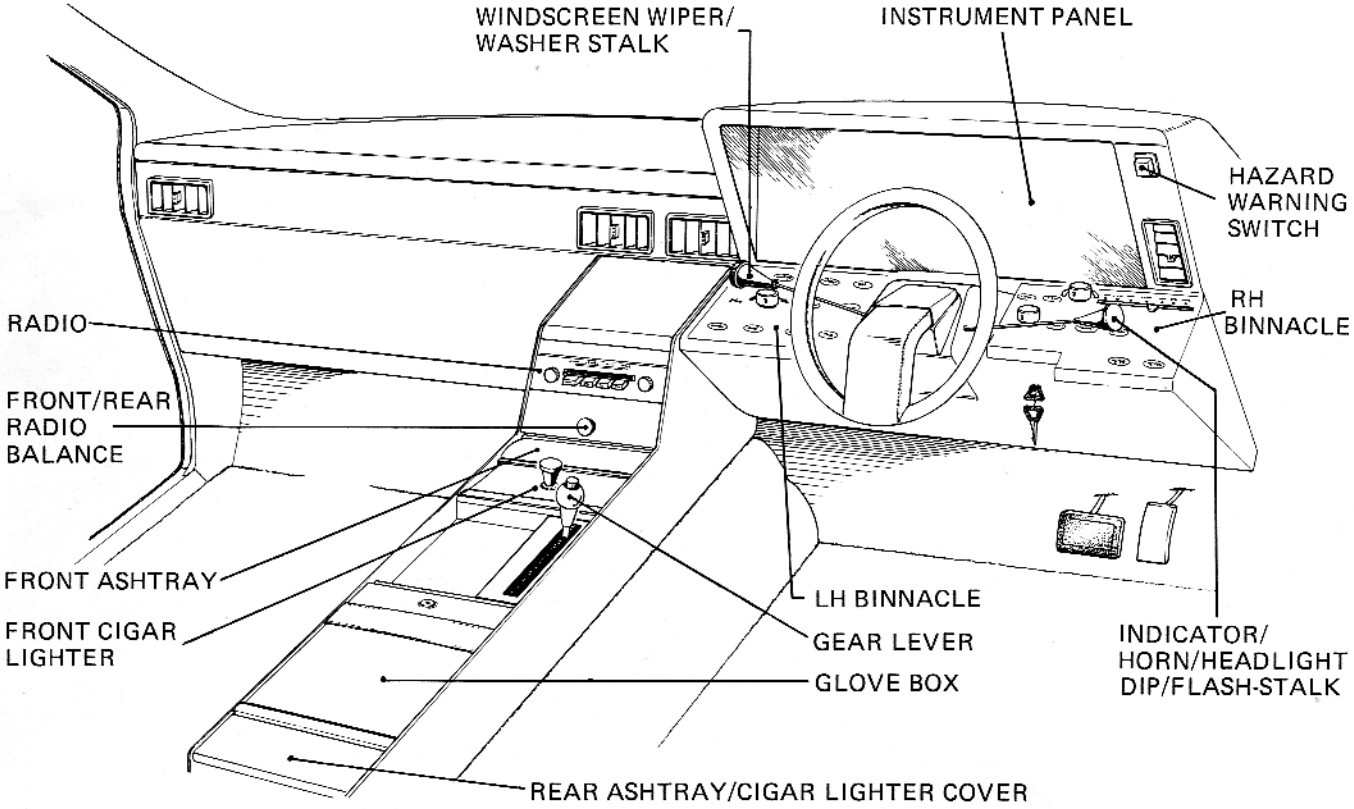
Cooling pump belt	Uniroyal 345 L
Alternator	`relleborg T610
Compressor (air conditioning)	Trelleborg T488
Steering pump and water pump	Trelleborg 3V425 (matched pair)
Air pump	Trelleborg T334

ELECTRICAL EQUIPMENT

Battery	AC Delco Freedom, 1980585
Alternator	CAV AC5-B12-39 75 amp
Alternator regulator	CAV 440 D/12
Starter motor	Chrysler 3755250
Fuse box	Clear Hooters 214158

LIGHT UNITS

Headlamp, main beam	Cibie, Ref 4.50 133/02
Headlamp, L.H. dip	Cibie, Ref 4.50 192/02
Headlamp, R.H. dip	Cibie, Ref 4.50 135/02
Fog lamp	Cibie, Type 35 ref. 42.03 045/02
Spot lamp	Cibie, Type 35 ref 42.03 047/02
Side/flasher lamp	
front R.H.	Vega 9726Z
front L.H.	Vega 9725Y
Tail/stop/flasher/rear fog/reverse lamp	
rear R.H.	Vega 9679K
rear L.H.	Vega 9678J
Number plate lamp	Brycrest 4157



Instruments and Controls Fascia View

INSTRUMENTS AND CONTROLS

Careful attention has been given to the instruments, controls and information presentation of the Aston Martin Lagonda. All instruments and controls are grouped logically for the convenience of the driver and may be operated or observed easily and safely whilst driving.

This section describes the function and use of the instruments and controls and serves as introduction to driving the car.

BATTERY

The battery fitted to the Aston Martin Lagonda is sealed for life and requires no attention during its lifetime. When battery replacement is required it should be replaced with the same or similar type of sealed battery. Conventional batteries cannot be fitted as the terminals are not a standard type.

FUEL PUMP CUT-OFF SWITCH

An inertia switch, orange in colour, is located in the engine compartment at the top centre of the engine bulkhead. In the event of an impact of some severity on the car it will switch off the electric fuel pumps. It can be reset by pulling downwards and releasing slowly the white knob on the side of the unit.

MASTER SWITCH

This is a rotary switch mounted in the top L.H. corner of the luggage compartment in the boot. When the switch is turned off (clockwise) the battery earthing circuit is interrupted thus isolating all electrical systems. The Master Switch should be turned off prior to working on the electrical system.

STEERING LOCK AND STARTER SWITCH

A 'Waso' combined steering lock and ignition/starter switch is fitted as a standard item adjacent to the steering column. The lock has four operational positions. Attached to each supplied key is a tag stamped with the serial number. Either make a note of this number and destroy the tag, or keep the tag in a safe place.

When auxiliaries only, heater fan, windscreen wiper are required, turn the key clockwise to position I. This isolates the ignition and starter circuits and eliminates the possibility of accidental starting.

With the key turned to position II, all circuits including the ignition are switched on. This is the normal running position

To start the engine ensure that the gear selector is in NEUTRAL or PARK (otherwise the starter motor will not engage), turn the key to position III against a spring pressure and the starter will operate. Release the key as soon as the engine fires and the switch will automatically return to position II.

When the switch is either in position II or III, the red ignition warning lamp, fitted to the instrument panel, will glow until the engine runs sufficiently fast for the alternator to charge the battery. If the warning lamp continues to glow when the engine is running at approximately 850/900 rpm or more the cause should be investigated immediately. The most likely cause being incorrect tension of the alternator drive belt.

NOTE: Before moving off in the car ensure that the desired speedometer mode is selected as any previous selection is cancelled when the ignition is switched off.

Turning the key anti-clockwise to position O and removing it operates the steering lock preventing the steering from being turned either way. This position of the key isolates the touch switches on both binnacles and the window operating touch switches on the door panels. The headlamps, if selected, will extinguish and retract but the side lamps will stay on unless selected off before selection of position O.

To release the lock, insert the key and turn it to position I or II. If the key is difficult to turn, ease the lock by gently turning the steering wheel in either direction. When the steering lock is used the front wheels may be in any position for the lock to operate.

Cold Start

Depress the throttle twice before starting, run the engine at 2500 rpm for thirty seconds, further pumping of accelerator may be required to maintain 2500 rpm after which the engine will run and idle satisfactorily.

Hot Start

Throttle should not be pumped but engine started with throttle just cracked open.

HANDBRAKE

The handbrake lever operates separate calipers on the rear brake discs. The lever is located on the door side of the driver's seat.

To apply the handbrake pull the lever upwards until the brakes are engaged, then allow the lever to return to the floor. To release, pull the lever upwards, depress the button on top of the lever to disengage the lock, and lower the lever to the floor.

The handbrake lever is linked to a red warning lamp on the instrument panel which, when the ignition is switched on, will be illuminated whenever the handbrake is applied.

AUTOMATIC GEARBOX

The speed range selector is centrally mounted and operated in a fore and aft plane.

The selector lever can be moved freely from DRIVE to 2.

To move the lever to or from PARK or into NEUTRAL 1 or REVERSE it is necessary to depress the button on top of the lever. The selected position of the lever is indicated on the instrument panel.

Apart from the fully automatic operation of the transmission, some degree of manual override is achieved by using the selector as follows:-

Park

When the selector lever is moved to this position the main shaft is locked in the casing to form an effective supplementary parking brake. This position should not be selected whilst the car is moving.

Reverse

This position selects the reverse ratio in the transmission allowing the car to be driven backwards. Do not select REVERSE whilst the car is moving forwards.

Neutral

No drive is transmitted.

Drive

The car will start from rest in first gear and operate automatically throughout all three forward ratios with upshifts and downshifts occurring according to car speed and accelerator position.

2.

This position blocks upshift to third gear (top). The car will start from rest in first gear and operate automatically between first and second gears only. Selection of 2 whilst motoring in DRIVE will cause a downshift to second gear.

Care should be taken when selecting second ratio to ensure that maximum engine rpm is not exceeded.

1.

This position allows only first gear to be used. Maximum engine braking is available in this ratio. If the position 1 is selected whilst motoring in DRIVE or 2, the transmission will downshift to first gear at or below a road speed of 32 mph (51.2 kph).

If 1 is selected whilst travelling in top gear an immediate change will be made to second gear.

A further change will be made from second to first if the road speed drops sufficiently. DO NOT SELECT 1 AT SPEEDS ABOVE 60 mph (96 kph).

DRIVING TECHNIQUE

With a very light application of the accelerator pedal, the transmission will upshift quickly and at low vehicle speeds. Harder pressure on the accelerator pedal will delay upshifts to a higher speed level. With the accelerator pedal fully depressed to the kickdown position, upshifts will occur at their maximum points.

When full acceleration is required for passing or hill climbing the accelerator should be fully depressed to the kickdown position; within the maximum speed limits preset in the transmission controls, downshifts to the ratio suited to the car speed will occur. Kickdown changes occur from 3rd to 2nd at or below 69 mph (111 kph) and from 2nd to 1st or 3rd to 1st at or below 28 mph (45 kph).

If maximum engine braking is required when descending steep hills etc., the car should be slowed by the foot brake to 60 mph (96 kph) or less and the selector lever moved to the 1 position. The transmission will immediately downshift to 2nd gear thus providing engine braking. If the car speed is below 16 mph (26 kph) when 1 position is selected, the downshift will be directly from 3rd to 1st gear.

NOTE: If 2 has been selected prior to or during the descent of a steep hill the tachometer should be watched and the engine braking supplemented by the foot brake to prevent the engine speed exceeding 5000 rpm.

Rocking the Car

If the car becomes stuck in a soft surface such as mud, sand, snow, etc., it can often be removed by a rocking motion. Hold the accelerator open slightly to achieve a steady 800-1000 rpm and move the selector lever between REVERSE and DRIVE until the car has rocked far enough to be driven normally.

CAUTION: Avoid racing the engine or spinning the wheels. Prolonged efforts to free the car may result in overheating and transmission failure.

STARTING AND TOWING

The car cannot be started by towing or pushing when the

engine does not start due to a low battery condition. Starting can only be achieved by charging the battery or using jumper cables from a battery in another car.

The car may be towed in an emergency with a dead engine. Before commencing to tow ensure that the transmission fluid level is correct and that the selector lever is in NEUTRAL. Towing speed should not exceed 30 mph (48 kph) or a distance above 15 miles (24km).

WARNING: In the event of the car requiring towing, the ignition key is to be set at Position 1 in the lock. This is to avoid any possibility of the steering locking or the engine starting.

When being towed, the brakes and steering become non-power assisted and will be harder to operate.

If the transmission is defective or the car has to be towed more than 15 miles (24 km), the propeller shaft should be disconnected or the car towed with the rear wheels off the ground.

Failure to observe these precautions may lead to further transmission damage.

COMBINED TURN SIGNAL, HEADLAMP DIP SWITCH FLASHER AND HORN

A multi-position column mounted stalk is fitted to the right of the steering column.

Headlamp Control

The main and dipped headlamp beams are controlled by fore and aft movement of the stalk. With the extended headlamps switched on, main beam is operated when the lever is in the forward position, dipped beam is the centre position and the headlamps (main beam), may be flashed by pulling the stalk against a spring towards the driver, the lamps may also be flashed when driving on dipped beam. With the headlamps retracted, the spotlamps flash.

Turn Signal Control

The turn signal movement is self-cancelling, and its operation is unaffected by whether the stalk is in the main or dipped position. Green warning lamps are fitted on the instrument panel and flash in unison with the external lamps.

Horn

The horn is operated by pressing the end of the stalk. Selection by touch switch on the R.H. binnacle provides either the town horns (electric) or the country horns (air horns). Indication of horn selection is given on the instrument panel.

WINDSCREEN WIPER AND WASHER CONTROL WITH 'FLICK' WIPE AND DELAY FACILITY

A stalk mounted on the steering column, on the side nearest the centre of the car, controls the two speed wipers. Up is off, one click down gives the slow speed, two clicks down gives the faster speed. A single wipe may be obtained by pulling the stalk towards the driver. The electric screen washer is operated by pressing the end of the stalk, when

released the wipers will sweep three or four times automatically. The wiper delay is operated by a control knob on the L.H. binnacle which gives a maximum delay of 30 secs. and operates with the wipers in the off position.

The higher speed of wiping is intended for heavy rain and should not be used in heavy snow or on a drying screen, where undue stress will be placed on the motor.

The water container for the screenwash is located to the front of the engine compartment and should be kept filled with clean water. An instrument panel warning light illuminates when the fluid level is low. On no account should anti-freeze solutions designed for use in the engine cooling system, be added to the screenwash as these have a detrimental effect on the car bodywork. During cold weather a small quantity of methylated spirit or a proprietary screenwash additive may be used as an anti-freeze.

HAZARD WARNING SWITCH

The push-push type hazard warning switch is fitted to the R.H. side of the instrument panel.

The hazard warning device enables all external direction indicators to flash simultaneously. A red warning lamp is fitted in the switch and will flash in unison.

The warning device is connected directly to the battery circuit and will always operate unless the battery master switch has been turned off.

INSTRUMENT DIGITAL DISPLAYS

Speedometer

The car's road speed is displayed in the top left-hand area of the instrument panel. The display can be selected for either mph or kph by means of a touch switch on the left-hand binnacle. When selected for mph, a small light will show above and to the LEFT of the speed display. In the kph mode, a small light will show above and to the RIGHT of the speed display.

NOTE: On U.K. market cars the mph mode is dominant, on European market cars the kph mode is dominant. Switching off the ignition will cancel speedometer mode selection and the next time the ignition is switched on the dominant mode will be displayed calling for re-selection if desired.

Tachometer

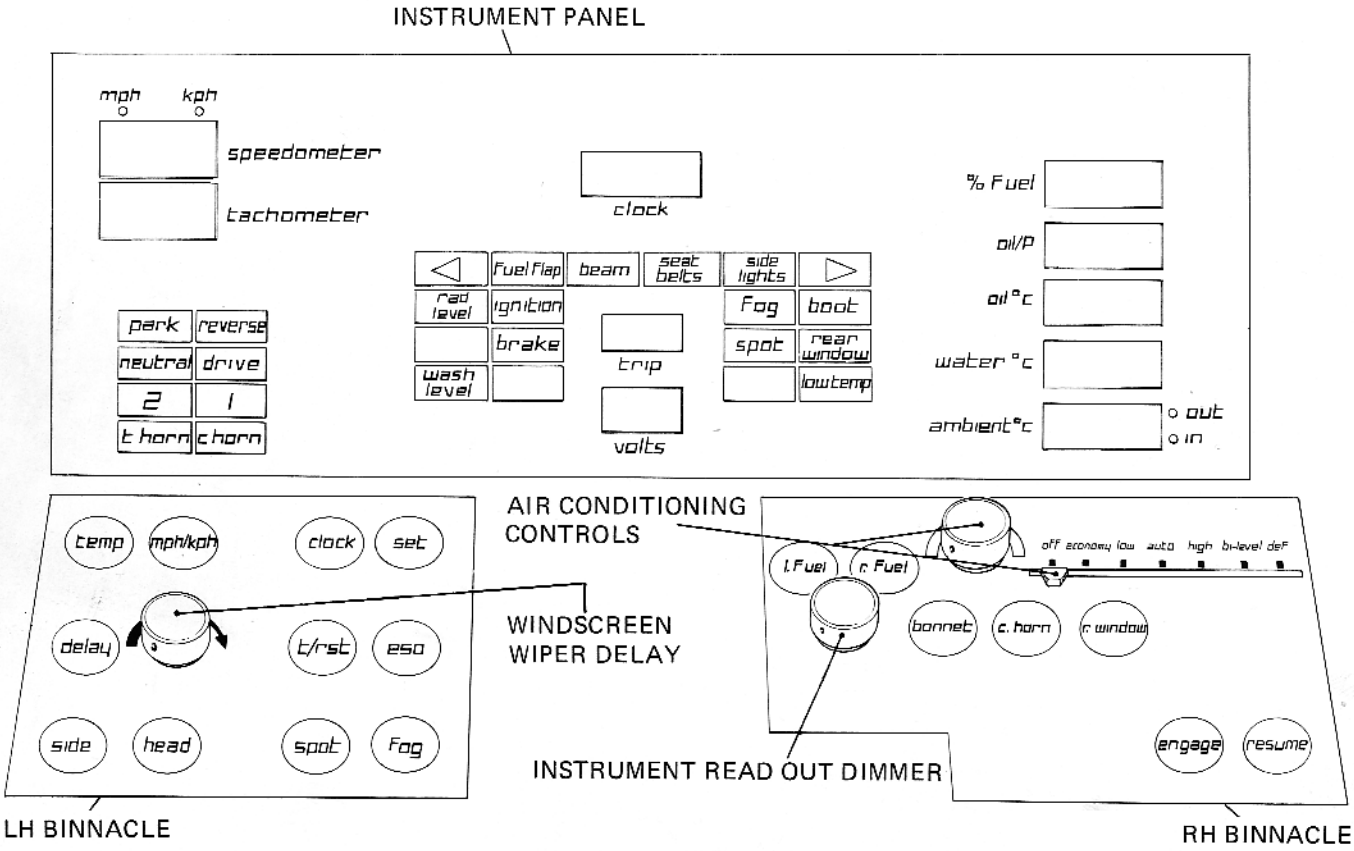
The engine rpm is displayed on a tachometer arranged directly below the speedometer display. The information is given as rpm x 100. Therefore, for example, when 30 is displayed, the engine rpm is 3000 (30 x 100).

Clock

A clock, displaying hours and minutes, is arranged in the top centre of the instrument panel.

Trip

A trip odometer records journey distances in either kilometres or miles depending on the dominant mode of the speedometer. It displays in the middle of the instrument panel and can be reset by means of a touch switch on the L.H. binnacle.



Instrument Display and Binnacles

NOTE:An odometer is fitted in the rear L.H. area of the engine compartment.

Volts

A voltmeter with a display in the lower centre of the instrument panel shows system voltage.

%Fuel

A fuel gauge display in the top right-hand area of the instrument panel gives a reading showing the percentage amount of fuel in the car. For example, a display of 75 indicates three-quarters full, a display of 50 indicates half full etc. When the remaining fuel is 10% or less, this display will flash.

Oil/P

The engine oil pressure is displayed, in lbs/sq. in. directly below the fuel gauge. Dangerously low oil pressure will cause this display to flash.

NOTE: At normal running temperature at 3000 rpm a minimum display of 80 lbs/sq. in. should be indicated. Any unduly low readings should be investigated as soon as possible.

Oil °C

A display showing oil temperature is arranged directly below the Oil/P display and gives an indication in degrees C. If the oil temperature becomes dangerously high this display will flash.

Water °C

A display showing water (coolant) temperature is arranged directly below the Oil °C display and gives an indication in degrees C. If the water temperature becomes dangerously high this display will flash.

Ambient °C

An ambient temperature gauge is arranged directly below the Water °C display in the lower R.H. area of the instrument panel. This display gives the ambient air temperature either inside or outside the car. Display mode selection is by touch switch on the LH. binnacle. With the EXTERNAL ambient air temperature being displayed, a small light will show at the upper R.H. edge of the display. With INTERNAL ambient air temperature being displayed, a small light will show at the lower R. H. edge of the display.

INFORMATION/WARNING LAMPS

Two groups of information/warning lamps are provided, one in the lower L.H. area of the instrument panel and the other arranged around the Trip display in the centre.

The group in the lower L.H. area consists of eight information lamps which, when illuminated, indicate the following:

park — gear selector in PARK position

reverse — gear selector in REVERSE position

neutral — gear selector in NEUTRAL position

drive	gear selector in DRIVE position
2	gear selector in '2' position
1	gear selector in '1' position
t horn	'town' horns selected (touch switch, R.H. binnacle.)
c horn	'country' horns selected (touch switch, R.H. binnacle.)

The centre group consists of eighteen warning lamps which, when illuminated, indicate the following:

◁	L.H. indicator
Fuel Flap	fuel flap open
beam	headlamps main beam selected
seat belts	seat belts not being used
side lights	sidelamps on
▷	R.H. indicator
rad level	coolant level low
ignition	ignition on and engine not running or, no charge from the alternator.
Fog	foglamps on
boot	boot open
	not in use.
brake	handbrake on
spot	spotlamps on
rear window	rear window demist
wash level	windscreen washer fluid level low
	not in use
	not in use
low temp	ambient temperature (external) low.

SWITCHES, L.H. BINNACLE

Ten touch switches and one control knob are arranged on the L.H. binnacle. These control the following functions:-

temp	Touch switch. Selects INTERNAL/EXTERNAL mode of ambient air temperature display.
mph/kph	Touch switch. Selects speedometer display mode.
clock	Touch switch. Operates SLOW resetting function on the clock display.
set	Touch switch. Operates FAST resetting function on the clock display.
delay	Control knob. Selects required windscreen wiper sweep delay.
t/rst	Touch switch. Operates Trip odometer display reset.
eso	Touch switch. Selects a changeover to 'essential instruments only' display. These are the speedometer, clock and fuel gauge. The selection is over-ridden in the event of a malfunction calling for attention to any other instrument or warning light.
side	Touch switch. Selects sidelamps on or off.
head	Touch switch. Selects headlamps extended (on) or retracted (off). Operates only with sidelamps selected.
spot	Touch switch. Selects spotlamps on or off. Operates only with sidelamps selected.
fog	Touch switch. Selects foglamps on or off. Operates only with sidelamps selected.

SWITCHES, R.H. BINNACLE

There are ten controls arranged on the R.H. binnacle these control the following functions;-

l. fuel	Touch switch. Operates L.H. fuel flap release.
r. fuel	Touch switch. Operates R.H. fuel flap release.
	Control knob. Selection of temperature to be maintained by air conditioning unit. (Refer to page 15)
	Sliding lever. Selects the various air conditioning modes. (Refer to page 17)
	Control knob. Progressive dimming of instrument read out.
bonnet	Touch switch. Operates bonnet latches.
c. horns	Touch switch. Selects country (air) horns or town (electric) horns.

r. window — Touch switch. Operates heated rear window (demister).

engage — Touch switch. Engages cruise control at any desired speed above 30 mph (50 kph) with the gear selector in DRIVE. Above 30 mph, continuous pressure on the switch will gradually increase the speed of the car without the operation of the accelerator pedal. On release of the switch, the speed at which the car is travelling will be maintained until further intervening action. From 30 mph, the car may also be accelerated normally by use of the accelerator pedal and, at the desired speed, the cruise control facility may be engaged by touching the 'engage' switch. The car will then maintain that speed until further intervening action.

With cruise control engaged the car will respond normally to the accelerator for overtaking etc. and will resume selected cruise speed after the manoeuvre is completed.

Use of the brake pedal de-activates cruise control, the previously selected speed may then be resumed by touching the 'resume' switch. Cruise control may also be de-activated by selecting NEUTRAL on the gear selector. However as there is some danger of inadvertently selecting REVERSE it is not recommended that the facility be de-activated in this way.

To select different cruise speeds, accelerate or decelerate to the required speed and touch the 'engage' switch.

resume — Touch switch. Re-engages cruise control at the previously selected speed after cruise control cancellation by use of the brake.

COURTESIES

Door Locking and Unlocking

All the car doors may be simultaneously locked or unlocked from inside the car by use of the two touch switches provided in the driver's door panel or the two touch switches provided in the front passenger door panel. A manual override is provided on each door and is located in the top of the door recess.

The doors will automatically lock after a short while if the keys are withdrawn from the steering lock and the doors are closed.

Unlocking the driver's door using the key will automatically unlock all the other doors.

Seat Adjusting

The driver's and passenger's front seats may be individually adjusted in six different modes to suit the occupants. Control of the adjustments is by touch switch on the driver's door panel and the passenger door panel respectively.

Door Mirror

Door mirror adjustment is controlled by a joystick on the driver's door control panel.

Boot Switch

The boot lid may be released from inside the car by use of the switch in the lockable glove box.

Boot Tail Lamps
Repeater tail lamps and indicators are provided in housings inside the boot lid. These operate when the lid is open if access to the boot is required at night.

Cigar Lighters and Ashtrays

Two lighters are provided. One is mounted at the front of the centre console and the other is fitted to the rear of the centre console for the convenience of the back seat passengers. Ashtrays are provided next to the cigar lighters. The rear console cigar lighter and ashtray are normally hidden by a sliding cover. To gain access to the lighter and ashtray lift the cover and slide it towards the front of the car.

To operate a cigar lighter press in the top until contact is made. The lighter will remain in until the element is red hot when it will automatically pop up ready for use. Both the ashtrays are easily removed for emptying.

Air Conditioning

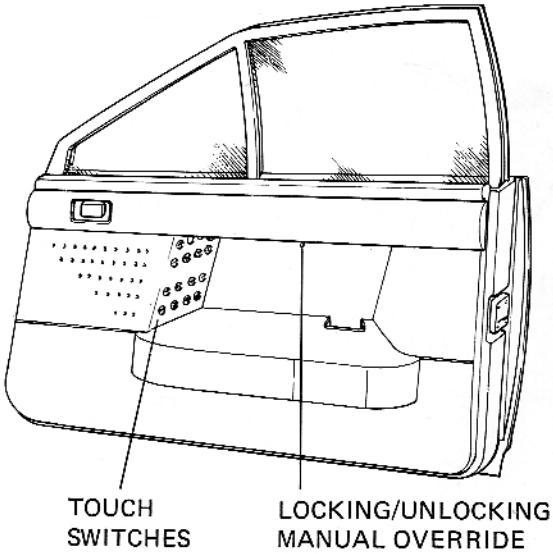
The air conditioning will not begin to operate until any one of the following conditions is met.

1. In-car temperature above 27°C (80°F).

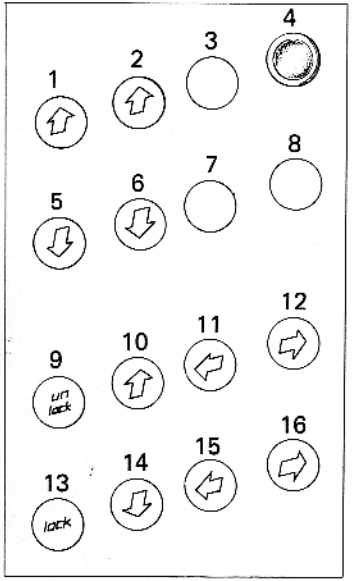
2. Engine coolant temperature reaches approximately 51°C (125°F)

3. The setting lever is in the Defrost position.

The temperature control knob (R.H. binnacle) is used to select an in-car temperature of between approximately 18°C (65°F) and 29°C (85°F).



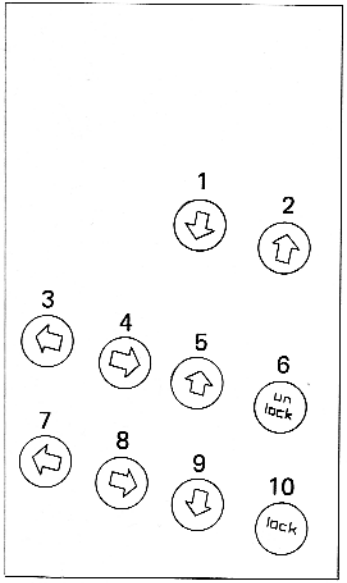
Driver's Door



1 Passenger window closed
2 Driver's window closed
3 Not in use
4 Door mirror adjust joystick
5 Passenger window open
6 Driver's window open
7 Not in use
8 Not in use
9 Unlock all doors
10 Incline seat forwards
11 Recline seat forwards
12 Recline seat backwards
13 Lock all doors
14 Tilt seat downwards
15 Seat forwards
16 Seat backwards

Driver's door touch switches and functions

Driver's Door Touch Switches



1 Passenger window open
2 Passenger window closed
3 Recline seat backwards
4 Incline seat forwards
5 Tilt seat upwards
6 Unlock all doors
7 Seat backwards
8 Seat forwards
9 Tilt seat downwards
10 Lock all doors

Passenger door touch switches and functions

Passengers Touch Switches

Temperature controls

Use of the setting lever and temperature control knob will provide the following functions:

off	Foot well heat vent and fresh air vents open, refrigeration not available, low blower speed.
economy (cold)	Recirculation vent and face level vents open, refrigeration not available but with blower speed adjusting as required.
economy (hot)	As 'off' position but with blower speed adjusting as required.
low (cold)	Recirculation vent and face level vents open, refrigeration available, low blower speed.
low (hot)	Foot well and fresh air vents open, refrigeration available, low blower speed.
auto (cold)	As 'low' (cold) but with blower speed adjusting.
auto (hot)	As 'low' (hot) but with blower speed adjusting.
high (cold)	As 'low' (cold) but with high blower speed.
high (hot)	As 'low' (hot) but with high blower speed.
bi-level	Recirculation vent, face level vent, foot well heat vent and fresh air vents open, blower speed adjusting as required.
def.	Fresh air vent and defrost vents open. Provides high blower speed and heated air to the screen.

Radio

The operating instructions for the radio will be found in the glove box. A balance control for front/rear speakers is provided in the centre of the console radio panel.

Courtesy Lamps

The courtesy lamps provided are one ordinary lamp and four eye-ball lamps. The eye-ball lamps may be individually operated by small switches just in front of each lamp.

Four puddle lamps are fitted into the base of the doors to illuminate the ground when the door is open.

Door edge lamps are fitted and operate when a door is opened to provide a warning to vehicles approaching from the rear that the door is ajar.

When a door is opened, all the interior courtesy lamps will be illuminated including the puddle lamps and the door edge lamps. When the door is closed, the four eye-ball lamps stay illuminated for short time.

Tool Kit

A tool kit is provided and is located on the boot bulkhead on the left-hand side.

SERVICING

5000 miles EVERY 8000 km

COOLING SYSTEM

Check the coolant level and top up if necessary.

Check the system for leaks and the condition of hoses.

ENGINE

Drain engine sump and refill with fresh oil.

Renew the oil filter element.

Check ignition timing

Clean, reset and test the sparking plugs.

Change the fuel filter unit or element as applicable.

Adjust drive belts and check condition.

Check and top up if necessary the fan hydraulic reservoir level.

TRANSMISSION AND REAR SUSPENSION

Top up transmission oil to correct level.

Check and top up hypoid unit oil to correct level.

STEERING AND FRONT SUSPENSION

Lubricate ball joint nipples.

Check and adjust toe-in.

Check condition of track-rod and ball joint rubber gaiters.

Check steering box mounting bolts and column universal joints.

Check power steering fluid level.

Check upper wishbone mounting bolts.

IMPORTANT: When lubricating ball joints, the load must be removed from the wheel to ensure a proper spread of lubricant.

BRAKES

Top up brake hydraulic fluid reservoir.

Clean and lubricate handbrake pivots.

Check and adjust handbrake.

Examine brake pads for wear.

Check both stoplight switches for correct operation.

ELECTRICAL

Check security of battery terminals.

WHEELS AND TYRES

Check wheel nuts and tighten if necessary (max. 50lbf/ft [7 kg/m]).

Check tyre pressures and tread condition.

Balance the road wheels.

EXHAUST SYSTEM

Thoroughly inspect for leaks.

GENERAL

Lubricate with an oil can all pivots, moving parts, door catches. etc.

Clean and grease the bonnet latches.

Check the general condition of the bodywork and operation of catches etc.

Clear the door drain holes.

Carry out a short road test and check operation of lights, instruments and controls.

Report defects.

10000 miles EVERY 16000 km

COOLING SYSTEM

Check the coolant level and top up if necessary.

Check the system for leaks and the condition of hoses.

ENGINE

Drain engine sump and refill with fresh oil.

Renew oil filter element.

Check ignition timing.

Renew the spark plugs.

Adjust drive belts and check condition.

Change the air filter elements.

Change the fuel filter unit or element as applicable.

Check all fuel pipe connections for leakage.

Adjust tension of timing chains

Check and if necessary adjust the mixture settings.

Check and top-up if necessary the fan hydraulic reservoir level.

TRANSMISSION AND REAR SUSPENSION

Top up automatic transmission oil to correct level.

Check tightness of propeller shaft flange bolts and condition of torsion rubbers.

Check hypoid unit and top up if necessary.

Check condition and tightness of all rear suspension linkage bolts including shock absorbers and Watts linkage mounting bolts and bushes.

Lubricate rear hubs.

STEERING AND FRONT SUSPENSION

Inspect track rod ball joints.

Check steering box mounting bolts and column universal joints.

Lubricate ball joint nipples.

Check and adjust toe-in.

Check power steering fluid level.

Check upper wishbone mounting bolts.

IMPORTANT: When lubricating ball joints, the load must be removed from the wheel to ensure a proper spread of lubricant.

BRAKES

Check and adjust handbrake.

Clean and lubricate handbrake pivots.

Top up brake hydraulic reservoir.

Check all brake pipe connections for leaks and inspect flexible brake hoses.

Examine brake pads for wear.

Check both stoplight switches for correct operation.

ELECTRICAL

Remove and clean the battery terminals and smear lightly with petroleum jelly.

Check operation of lights, instruments, window lift motors and seat motors.

Visually check harness, terminals and security of electrical joints.

WHEELS AND TYRES

Check wheel nuts and tighten if necessary (max 50 lbf/ft [7 kg/m]).

Check tyre pressures and general condition of tyres.

Balance the road wheels.

EXHAUST SYSTEM

Thoroughly inspect for leaks.

GENERAL

Lubricate with an oil can all pivots, moving parts, door catches etc.

Clean and grease the bonnet catch.

Check the general condition of the bodywork and operation of the catches.

Clear the door drain holes.

Carry out a road test to check the operation and general condition of the car.

Report defects.

20000 miles EVERY 32000 km

COOLING SYSTEM

Check the coolant and top up if necessary.

Check the svstem for leaks and the condition of hoses.

ENGINE

Drain engine sump and refill with fresh oil.

Renew oil filter element.

Check ignition timing.

Renew the spark plugs.

Adust drive belts and check condition.

Change the air filter elements.

Change the fuel filter unit or element as applicable.

Check all fuel pipe connections for leakage.

Adjust tension of timing chains and reset valve timing.

Check and if necessary adjust the mixture settings.

Check and top-up if necessary the fan hydraulic reservoir level.

TRANSMISSION AND REAR SUSPENSION

Drain the automatic transmission oil, adjust front and rear brake bands. Change filter, fill with fresh oil.

Check tightness of propeller shaft flange bolts and condition of torsion rubbers.

Drain the hypoid unit and refill with fresh oil.

Check condition and tightness of all rear suspension linkage bolts including shock absorbers and Watts linkage mounting bolts and bushes.

Lubricate rear hubs.

STEERING AND FRONT SUSPENSION

Inspect track rod ball joints.

Check steering box mounting bolts and column universal joints.

Dismantle front hubs and repack with fresh grease.

Lubricate ball joint nipples.

Check and adjust toe-in.

Check power steering fluid level.

Check upper wishbone mounting bolts.

IMPORTANT: When lubricating ball joints, the load must be removed from the wheel to ensure a proper spread of lubricant.

BRAKES

Check and adjust handbrake.

Clean and lubricate handbrake pivots.

Top up brake hydraulic reservoirs.

Check all brake pipe connections for leaks and inspect flexible brake hoses.

Examine brake pads for wear.

Check both stoplight switches for correct operation.

ELECTRICAL

Remove and clean the battery terminals and smear lightly with petroleum jelly.

Check operation of lights, instruments, window lift motors and seat motors.

Visually check harness, terminals and security of electrical units.

WHEELS AND TYRES

Check wheel nuts and tighten if necessary (max 50 lbf/ft [7 kg/m]).

Check tyre pressures and general condition of tyres.

Balance the road wheels.

EXHAUST SYSTEM

Thoroughly inspect for leaks.

GENERAL

Lubricate with an oil can all pivots, moving parts, door catches etc.

Clean and grease the bonnet catch.

Check the general condition of the bodywork and operation of the catches.

Clear the door drain holes.

Carry out a road test to check the operation and general condition of the car.

Report defects.

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