

## DRIVING FROM NEW

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### RUNNING-IN

Drive gently during the first 1000 miles (1600 km) of motoring. Avoid full throttle operation, sudden starts, high engine speeds, and heavy braking. Do not exceed 50 miles/hr. (80 km./hr.) in top gear, or 3000 rev./min. in intermediate gears. After completing 500 miles (800 km.), and the free service which your supplying dealer will undertake, the speeds may be progressively increased, but full performance and engine speeds must not be used until 1000 miles (1600 km.) have been completed.

### FUEL RECOMMENDATION

The engine is designed to use fuels with a minimum octane rating of 91 (Research Method). This fuel is sold as "Regular" in some countries, but as an Intermediate or Premium grade in others. In the U.K., "3 star" fuel, under BS 4040, should be used, unless it has been ascertained that the "2 star" offered is a guaranteed 91 octane fuel.

**Note.** Fuel with an octane rating lower than 91 must not be used.

### FILLING THE FUEL TANK

The tank capacity, for useable fuel, is 11 Imp. gallons (13 U.S. gallons, 50 litres). Additional volume is provided in the tank for fuel expansion, which is controlled by a dip tube.

When filling the tank to capacity, do not add fuel once the level first appears in the filler neck, as that constitutes the correct level. Fuel should not be added after this point has been reached, because fuel expansion, due to heating, could result in wastage, or flooding of the carbon canister on North American cars.

### TOPPING UP THE ENGINE OIL

The engine oil level may be checked using the dipstick situated on the right side of the cylinder block. The car must be standing on level ground, and if the engine has been run, at least 15 minutes should have elapsed before checking the level, to ensure that all the oil has drained back into the sump.

The dipstick should be removed, wiped clean, and replaced, before withdrawing again to check the level. The dipstick is marked with the maximum and minimum levels, the difference between them being 2 Imp. pints (1.14 litres, 2.4 U.S. pints).

If the oil deficiency is in excess of 1 Imp. pint (0.57 litres, 1.2 U.S. pints), oil may be added to the sump through the filler neck in the oil vapour separator, which is situated on the engine bulkhead.

## DRIVING FROM NEW

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### STARTING THE ENGINE

Cylinder wear is minimised if the engine is warmed up quickly, and this is best achieved by driving away as soon as possible.

#### EMISSION CONTROLLED CARS (Stromberg carburettors)

##### **When cold.**

Pull out the choke control fully for extremely cold conditions, and partially for moderately cold conditions. Operate the starter. If the engine fails to start, allow the starter motor to come to rest before re-starting. Do not operate the accelerator pedal during cold starting. When the engine allows, push in the choke control.

##### **When warm/hot.**

Operate the starter; do not pull out the choke control. Should the engine falter, and fail to start, depress fully the accelerator pedal, and again operate the starter. Immediately the engine starts, release the accelerator pedal.

#### NON-EMISSION CONTROLLED CARS (Dellorto carburettors)

##### **When extremely cold.**

Pull out the choke control fully, then operate the starter. If the engine fails to start immediately, allow both the engine and the starter motor to come to rest before re-starting.

When started, and showing signs of uneven running, push in the choke control far enough to obtain even running. As soon as possible, but with even running maintained, push in the choke control to within  $\frac{1}{2}$  in. (13 mm.) of the fascia. Immediately the engine allows, push in the choke control.

##### **When cold.**

Fully depress the accelerator pedal, and release; then operate the starter. If the engine fails to start, pull out the choke control to the midway position, and operate the starter. As soon as possible, without allowing the engine to stop, push in the choke control fully.

##### **When warm.**

Operate the starter, and if the engine falters, SLIGHTLY depress the accelerator pedal. When the engine starts, release the accelerator pedal.

## **DRIVING FROM NEW**

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### **When hot.**

Operate the starter. Should the engine hesitate, or fail to start, depress fully the accelerator pedal, and again operate the starter. Release the pedal immediately the engine starts.

### **MAXIMUM ENGINE SPEEDS**

After 'running-in' has been completed, the car should not be driven at an engine speed in excess of 7000 revs./min. As a safety precaution, the ignition distributor is equipped with a mechanical cut-out, which operates at 7000 revs./min. In effect, the engine will cut-out, and re-start automatically when the engine speed falls below 7000 revs./min.

Regularly driving up to the cut-out speed is detrimental to the engine, and should be avoided. The start of the red sector on the tachometer indicates the maximum safe engine speed.

## LOCKS AND KEYS

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Two keys and a duplicate set are provided. The large key is used for the ignition switch/steering column lock, and the smaller key for the driver's door, glove box, and luggage compartment locks. The spare set is contained in the tool kit.

### **Doors**

The driver's door is locked and unlocked from the outside, by inserting the key, and giving a quarter turn; clockwise to unlock, anti-clockwise to lock.

To lock the door from the inside, push the horizontal sliding catch rearwards. The passenger's door can only be locked from the inside, and by the same method as for the driver's door. The interior lock operates only when the door is closed.

When leaving the car, and before using the key to lock the door, ensure that the passenger's door is locked.

### **Ignition switch/ steering lock**

Refer to page 9.

## SAFETY HARNESS AND HEAD RESTRAINT

### Head restraint

Both seats are fitted with head restraints, which are adjustable for height. To obtain the desired height, slide the head restraint in or out of the seat squab.

### Seat belts

Inertia reel lap and diagonal combination seat belts are fitted, with automatic locking retractors. The belt will retract fully to the stored position, when not in use, and in so doing is protected from dirt and abrasion.

Sitting in the position of greatest comfort, reach back with the arm furthest from the belt catch, and pull the catch. Allow the webbing to feed through the slot provided, until slightly more belt than needed is obtained. Insert the tongue of the catch into the tunnel mounted receiver, and ensure that complete engagement is achieved. The surplus length of belt will automatically retract, and the belt will fit snugly around the body. It is important that there are no twists in the belt, and that the waist strap rests on the bony part of the hips. The upper section of the belt should be placed in a comfortable position over the shoulder nearest the side of the car.

To release the seat belt, press the release button on the receiver to disengage the tongue (See Fig. 2). Guide the belt as it automatically retracts to the stored position. To check the correct operation of the retractor, allow the body to be restrained by the belt when braking firmly. The belt should not extend.

Refer to 'Fasten seat belt' warning sign on page 11.

**Fig. 2. Position of seat belt receiver.**

Type of receiver may differ with market requirements.



## COOLING SYSTEM

The cooling system is of the pressurised 'No loss' type. A translucent plastic reservoir collects excess coolant from the radiator overflow tube, as the coolant in the system expands due to heat. As the system cools, the consequent depression created draws the coolant back from the reservoir into the radiator.

The nature of the engine is such that the cooling system must contain certain inhibitors to prevent corrosion and electrolytic action. To provide the necessary corrosion protection, the coolant in all cars must contain at least 25% 'Shellsafe' ('Shellzone' for U.S.A.) anti-freeze at all times. Except for emergencies, water alone must not be used in the cooling system. 'Shellsafe' anti-freeze is obtainable from all Jensen Distributors and Dealers.

**IT IS ESSENTIAL THAT THE CORRECT SOLUTION IS USED FOR TOPPING-UP OR RE-FILLING THE SYSTEM.**

### **Draining and filling**

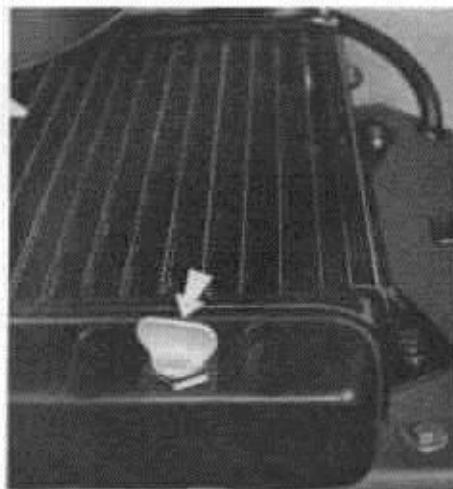
If the engine is hot, avoid the danger of scalding by taking extreme care, when removing the filler cap. Allow the pressure to escape by initially giving the cap a half turn.

To drain the system, remove the radiator filler cap, and open the radiator drain tap at the base of the radiator (see Fig. 4).

Early vehicles have a cylinder block drain tap or plug on the left side of the engine (see Fig. 3).



**Cylinder block drain tap.  
(Early vehicles only)**



**Fig. 4. Radiator drain tap.**

## COOLING SYSTEM

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To fill the system, close the drain tap, and feed a solution of soft water and 25% (minimum) 'Shellsafe' anti-freeze, ('Shelzone' for U.S.A.), through the radiator filler neck (see 'B' Fig. 5), until the level reaches the base of the filler neck. The proportion of anti-freeze should be increased to 50% where ambient temperatures are below 0°F. Run the engine to circulate the coolant and remove trapped air; finally re-check the level.

The correct level is obtained when, with a cold engine, the plastic overflow reservoir (see 'A', Fig. 5) is a quarter full.

**IMPORTANT:** The coolant mixture has a searching effect, and periodical checks should be made for signs of leaks.

### Flushing

The coolant should be changed at the start of every winter. Before filling, the system should be flushed out by opening the radiator and cylinder block drain taps, and feeding water through the system.



Fig. 5. Radiator overflow reservoir.



## LOWERING AND RAISING THE SOFT TOP

The soft top comprises a hinged frame with a P.V.C. cover. Press studs and 'Velcro' keep the cover taut when in the raised position. The complete assembly folds down into the rear of the car, and a cover is provided to retain the soft top in position.

A tonneau cover, available as an accessory, provides weather protection for the interior of the car, when the soft top has been lowered.

### Lowering the soft top

Unfasten the seven press studs (see 'A', Figs. 6 and 7), and detach the 'Velcro' held side panels at the rear of the soft top (see 'B', Fig. 6). Lower the sun visors to gain access to the catch levers, which secure the header rail to the windscreen header rail. Pull the levers through an arc of 145° to release the soft top header rail. Push the header rail rearwards and upwards so that the frame hinges at point 'C' (see Fig. 6), and sufficiently to enable the rail, in the rear edge of the soft top, to be moved rearwards out of the two retainers. Lower the frame into the back of the car, taking care to avoid trapping the fabric in the frame. Position the rail down between the frame and the back of the car, and pull out the double layer thus formed, to straighten the fabric. Neatly fold the side panels inwards over the 'Vybak' backlight, then roll the fabric and backlight to finally tuck down neatly over the rail, (see Fig. 7).



Fig. 6. Lowering the soft top.



Fig. 7. Soft top stowed.



## LOWERING AND RAISING THE SOFT TOP

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Fit the soft top retaining cover, by first engaging the cover rail in the two retainers. Pull the cover over the soft top, and locate the two hooks, on the cover, under the lower hoodstick. Pull the outer flaps of the cover taut, and engage the 'Velcro' fastenings. Finally, locate the two stretch bands over the hinged frame.

### **Raising the soft top**

Unfasten, and remove the cover for the soft top. Roll forward the fabric and 'Vybak', and unfold the side panels. Position the soft top rear rail in the two retainers, then lift, and pull the frame forwards allowing the cover to spread evenly over the frame. Locate the header rail catch levers in the windscreen header rail, and turn the levers inwards to secure the frame.

Finally, secure the press studs, and pull taut the sides of the cover to fully engage the 'Velcro' fastenings.

### **Cleaning the soft top backlight**

DO NOT rub with a dry cloth, but wash with a soap and water solution. Rinse off with clean water and, finally, dry with a soft cloth, or sponge.

## WHEELS AND TYRES

### Tyres

The radial-ply tyres fitted as original equipment (refer to 'General data' on page 39) are best suited to the suspension characteristics of the car. When fitting replacements, radial-ply tyres of the same size, and construction, as the original equipment must be fitted.

Even wear will be maintained by periodically interchanging the wheels diagonally, including the spare wheel (See Fig. 8), but only when all tyres are of the same type.

Recommended tyre size	—185/70 HR13
Recommended tyre pressures (front & rear)	—24lb./sq. in. (1.69 kg/sq. cm.)
Vehicle capacity rate (U.S.A. only)	—2566 lbs. (1164 kg.)
Maximum tyre load rating (Australia only)	—1090 lbs. (494.4 kg.)

### Spare wheel

Located beneath the luggage compartment, the spare wheel is removed by lowering the carrier on which the wheel is mounted.

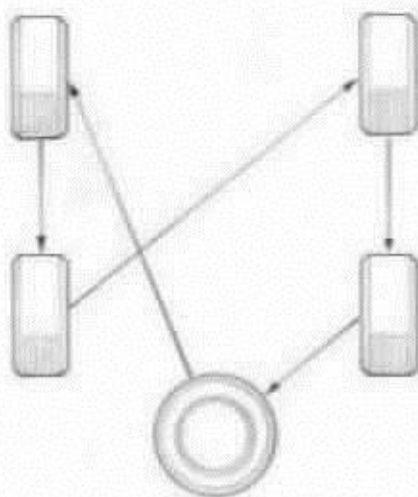


Fig. 8. Interchanging the wheels.



Fig. 9. Lowering the spare wheel.

## WHEELS AND TYRES

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To lower the carrier, pull back the small flap in the floor covering of the luggage compartment, and use the wheel nut brace to turn the carrier locking bolt (See Fig. 9); turn anti-clockwise to lower, and clockwise to raise the carrier. With the carrier down, the wheel can then be withdrawn from the carrier.

**Note.** On vehicles for the German market only, the carrier is also secured by a hook which must be released before lowering, and refastened after raising the carrier.

### Jacking up

The scissors-type jack, and handle, are stowed in the luggage compartment. Before operating the jack, ensure that the handbrake is applied, and then chock the wheels on the opposite side of the car.

Depending on the part of the car which requires to be lifted, the jack can be positioned under the respective sill at any point from front to rear, providing the jack is squarely and correctly located astride the flange.

Under no circumstance should work be carried out under the car, when raised on a jack, unless suitable chassis stands are used to support the car.

## **TRAILER TOWING**

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The recommended maximum gross trailer weight is 1550 lbs. (710 kg.).

When driving a car with a trailer attached, the performance, steering characteristics, and braking distance of the car are altered. The driver should therefore exercise greater caution in handling the car and trailer safely.

## ELECTRICAL SYSTEM

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### BATTERY

#### Polarity

This car is fitted with a NEGATIVE earth electrical system. It is imperative that when battery leads are being connected, the earth lead MUST be attached to the NEGATIVE (—) terminal on the battery.

#### Location

The Lucas "Pacemaker" battery is located on the bulkhead. Periodically check that the retaining strap is tight.

#### General maintenance

Ensure that the battery top and terminals are kept clean. The terminals should be smeared with petroleum jelly to prevent corrosion.

The battery will deteriorate rapidly if left in a discharged condition. If reduced to a low state of charge, the battery should be recharged as soon as possible.

Check the level of the electrolyte every 1000 miles (1600 km.), or monthly, whichever occurs the sooner. In hot weather, or when long journeys are to be made, the electrolyte levels may require topping-up more frequently.

### TOPPING UP

With the car on a level surface, inspect the level of the electrolyte in each cell. Topping up is not necessary unless the electrolyte is below the minimum mark on the translucent case. (See fig. 10).

Lift the vent cover vertically to its fullest extent, and tilt the cover to one side (do not attempt to remove the cover).

To top up, pour distilled water into the trough until the rectangular holes are full, and the bottom of the trough is covered. Replacing the vent cover automatically distributes the correct amount of water into each cell. Topping up is now complete.

### CHARGING SYSTEM

#### Alternator

The battery is charged by an AC-Delco, "V" belt driven alternator, the voltage regulator for which is integrally mounted. The unit is completely sealed, and maintenance is therefore not feasible.

During assembly, the alternator bearings are pre-packed with grease, and hence no lubrication is required.

## ELECTRICAL SYSTEM

- CAUTION:** (1) THE ALTERNATOR CONTAINS POLARITY SENSITIVE COMPONENTS. IRREPARABLE DAMAGE CAN BE CAUSED, IF THE ALTERNATOR IS SUBJECTED TO INCORRECT POLARITY. ENSURE THAT, WHEN CONNECTED, THE EARTH LEAD TO THE BATTERY IS ATTACHED TO THE BATTERY NEGATIVE TERMINAL.
- (2) DAMAGE TO COMPONENTS MAY OCCUR IF CONNECTIONS IN THE CHARGING CIRCUIT—INCLUDING BATTERY LEADS—ARE MADE OR BROKEN WHILE THE ENGINE IS RUNNING. The alternator must only be run with all the charging circuit connections made, or with the alternator multi-socket connectors disconnected.
- (3) HIGH VOLTAGES MAY DAMAGE SEMI- CONDUCTOR DEVICES. IF ARC WELDING IS TO BE CARRIED OUT ON THE CAR, DISCONNECT THE ALTERNATOR MULTI-SOCKET CONNECTORS.

### HEADLAMPS

The headlamps, for the North American, and the United Kingdom and other right-hand drive territories versions, comprise completely sealed beam light units. A filament failure necessitates replacement of the sealed beam light unit.

For the other left-hand drive territories version, the headlights have a reflector, to the centre of which is attached a main light unit. Protruding through the reflector, below the main light unit, is the side light bulb holder.



Fig. 10. Topping up the battery.

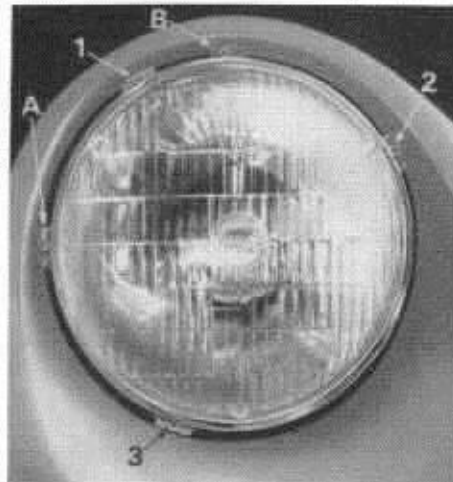


Fig. 11. Headlamp adjusting and securing screws.

## ELECTRICAL SYSTEM

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### **To renew a sealed beam light unit**

Remove the three Phillips screws 1, 2, and 3 (Fig. 11) to release the retaining rim, and sealed beam light unit. Withdraw the unit, and detach from the connector plug. Replace the new light unit using the procedure in reverse.

**Note.** To avoid altering beam aim, do not disturb cross headed screws A and B (Fig. 11).

### **Beam aiming**

Correct beam aim will ensure maximum road illumination, with minimum discomfort to other traffic.

Beam aiming can best be accomplished by using equipment of the Lucas 'Beamsetter' or 'Lev-L-Lite' type. Jensen Distributors and Dealers will provide this service.

### **Bulb Renewal**

Headlights for other L.H.D. territories version

Remove the three Phillips screws 1, 2, and 3 (Fig. 11) to release the retaining rim and reflector. Withdraw the reflector, then detach the main light unit from the connector plug. To remove the light bulb, unclip the retaining wire. Use the procedure in reverse, when fitting the new light bulb.

**Note.** To avoid altering beam aim, do not disturb cross headed screws A and B (Fig. 11).

**Side lights** for all versions except North American

Access to the bulb, which has a bayonet-type fixing, is gained by removing the headlights retaining rim, and sealed beam unit, or reflector, as described above.

**Front indicator lights** (U.K. and other R.H.D. territories versions).  
**side lights** (North American version)

To renew the bulb, remove the two Phillips screws which retain the cover. The bulb, with a bayonet-type fixing, can then be renewed, and the cover replaced.

**Rear indicator, tail/stop, and reversing lights**

Access to the lights is from within the luggage compartment. Remove the compartment rear casing from the relevant bank of three lights, by unscrewing nine Phillips screws. Pull to withdraw the bulb holder; the outer holder is that for the tail/stop, the centre for the direction indicator, and the inner for the reversing light. The bulb, with a bayonet-type fixing, can then be renewed.



## ELECTRICAL SYSTEM

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### **Rear number plate lights**

Two lights, located on the rear centre underedge of the luggage compartment lid, illuminate the rear number plate. Access to the festoon-type bulbs is gained by removing the transparent cover plates, each retained by two Phillips screws.

### **Passenger door light**

The combined switch and light unit, in the passenger door, is retained in position by spring clips. To renew the festoon-type bulb, carefully pull the unit from the door, and withdraw the bulb from the unit.

### **Side markers (L.H.D. versions)**

Access to the bulb, with a bayonet-type fixing, is obtained by carefully prising off the chrome rim, and withdrawing the glass cover.

### **Warning lights— direction indicator and main beam**

The bulbs for the warning lights are of the bayonet-type, and are made accessible by withdrawing the instrument panel from the facia panel. To remove the faulty bulb, pull out the holder from the rear of the instrument panel.

### **Warning signs— IGNITION, FASTEN SEAT BELTS, and BRAKE FAILURE (L.H.D.), PARKING BRAKE (R.H.D.)**

The bulbs for the warning signs are of the bayonet-type, and are located in the warning sign casing. To gain access to the bulbs, carefully ease out the warning sign casing.

### **Heater console light**

A screw-type bulb is used to illuminate the heater console, and the bulb is located within a slot in the base of the facia panel. Access to the bulb is gained by removing the console panel.

### **Instrument lights**

Screw-type bulbs are used to illuminate each of the six instruments. Access to the holders, in which the bulbs are retained, is gained by withdrawing the instrument panel from the facia panel.