

OWNER'S HANDBOOK

QUICK REFERENCE INFORMATION

Tyre pressures (cold)

		FRONT	REAR
Up to and including four occupants without luggage	lb/in ² (bar)	26 (1,8)	32 (2,2)
Four occupants with luggage and/or sustained high-speed driving	lb/in ² (bar)	28 (1,9)	40 (2,7)

Fuel tank capacity — 60 litres (13 gallons)

Engine oil recommended — Shell Super Multigrade

Engine oil level — difference between High and Low marks on dipstick — 1 Litre (1.75 pints)

WHICH GRADE OF FUEL TO USE IN YOUR VEHICLE

The engine of your vehicle requires fuel of 98 octane rating (British Standard rating — 4 star)

Providing the ignition and the carburettor settings are correct your vehicle will run perfectly satisfactorily on this grade of fuel — there is nothing to be gained either in performance, economy or engine life by using fuel of a higher octane value. However, fuels of lower than the recommended octane rating should not be used as it is possible under certain conditions for detonation to occur that is inaudible to the driver; operating the vehicle under these conditions may result in damage to the engine.

KEYS — IMPORTANT

Do not fail to carry a note of the key numbers on your person particularly when away from home — see page 20.

FOREWORD

Your Rancho embodies well-proven Chrysler mechanical components and the Chrysler world-wide standards of quality manufacture have been rigorously applied to ensure that you, the owner, obtains the best possible performance from your new vehicle.

This Handbook is intended to give you the fullest information about your vehicle to help you derive the maximum benefit from it.

The handbook is divided into a number of sections.

The first explains the instrumentation, controls and fittings, followed by some advice on starting and

running-in procedures.

Other sections deal with bodywork care, wheel changing, electrics and routine maintenance operations should you wish to undertake these yourself, but we strongly recommend that maintenance and other work required is entrusted to your Dealer.

In the United Kingdom, a separate booklet is provided, which gives details of the Warranty, advice on how to obtain service at home and abroad, and is also your record of completed routine services.



Remember your vehicle comes from Chrysler. Familiarise yourself with this sign — it is the Pentastar. Corporate symbol of the Chrysler Corporation, it's associated companies and their dealers. A symbol that is instantly recognised the world over.

As the information in this handbook covers the full range of Rancho models, inclusion of an item does not necessarily mean that it will be fitted to the particular model you have chosen.

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VEHICLE IDENTIFICATION

The full series of numbers and letters on the identification plate, together with the body number, must always be quoted when ordering parts or in any correspondence. If applicable, the paint colour and code should also be quoted.

Identification plate

This plate (A) is attached to the right hand wing valance under the bonnet. The identification number includes the body shell type and the serial number.

Serial number

This is stamped into the wing valance (B) adjacent to the identification plate.

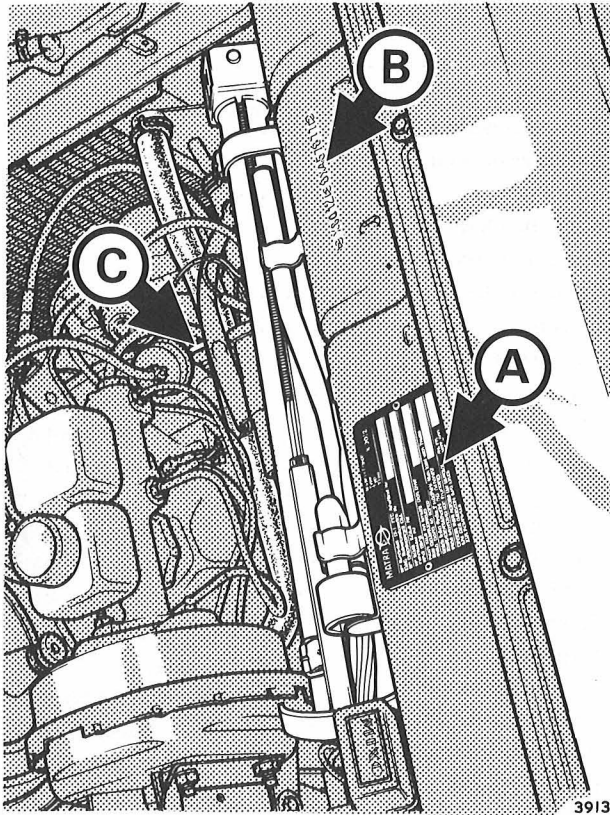
Body paint identification

The body paint colour and its code appear on a sticker attached to the wing valance in the engine compartment.

Engine number

The engine number (C) is stamped on a plate riveted to the cylinder block above the distributor.

The engine number should always be quoted in connection with the transmission as well as the engine.



IMPORTANT

Most countries have stringent regulations governing the design and manufacture of vehicles, aimed mainly at maintaining standards of safety, noise and pollution. Your Chrysler vehicle conforms, as built, to the homologation specifications required in the country of purchase.

Alterations to the vehicle after purchase — by changing settings or adjustments, by the addition of unapproved parts, or the fitting of unsuitable replacement parts — can result in deviation from the agreed specification. Such deviations can have legal consequences, and the responsibility would rest with the owner or user, not the manufacturer.

You are therefore advised in your own interests not to make alterations, and to ensure that replacement parts fitted are to the original specification. As a guide the following list (which is not exhaustive) gives examples of the items affected by legislation in various countries:

Brake components, including linings, pads, drums, discs and hydraulic circuit parts.

Lighting and signalling, including headlamps, side and tail lamps, switches.

Engine fittings and accessories, including air filter, carburettor, ignition components, alternator.

Exhaust system and silencers.

Horns.

Body underframe, including front and rear bumpers.

Steering, wheels and tyres.

Front and rear suspension.

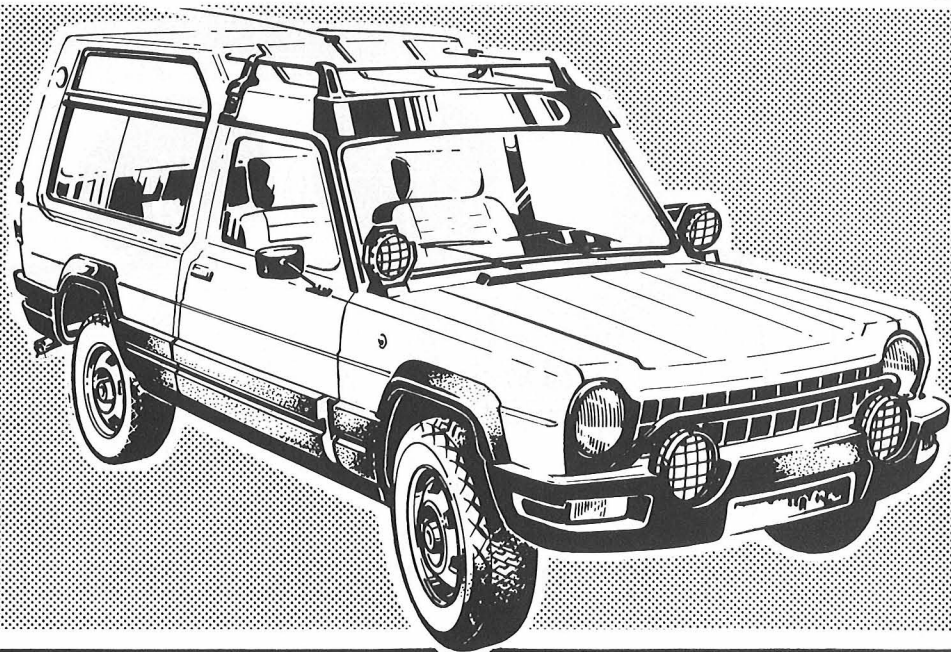
Windscreen and rear glass, door glasses and mirrors.

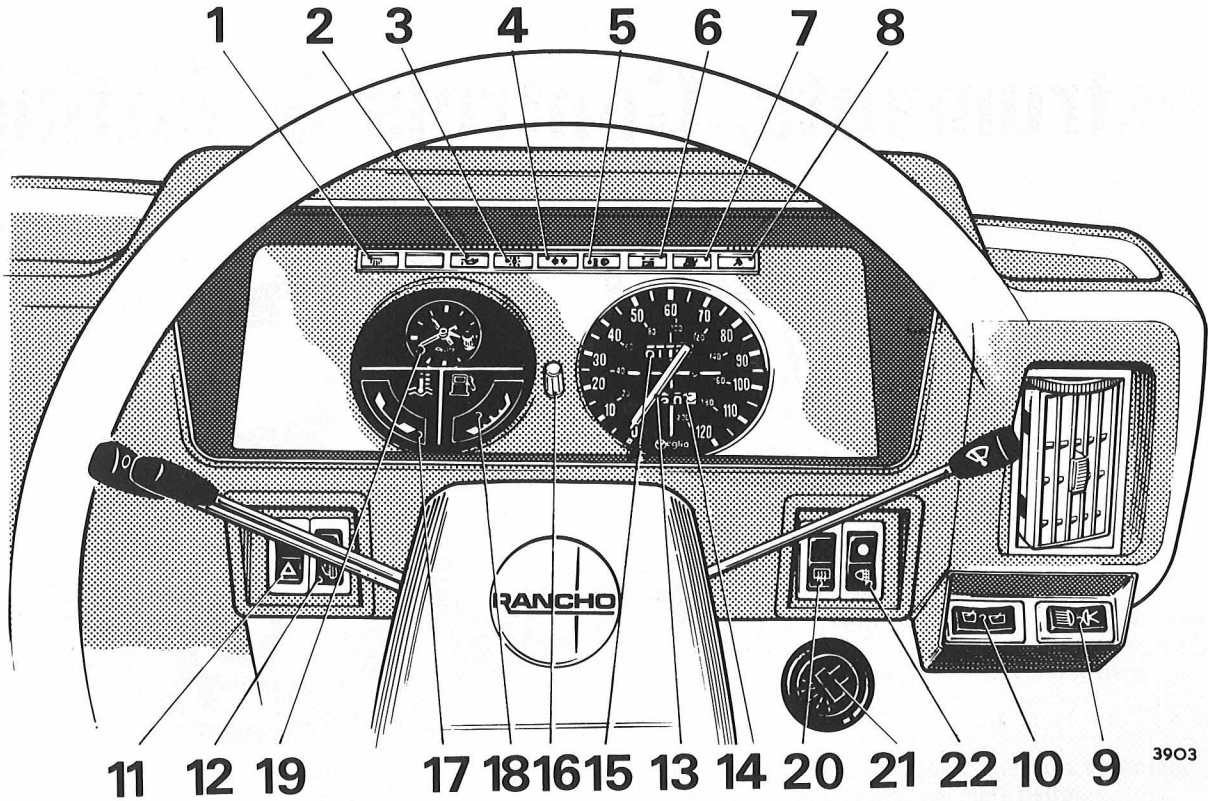
FUEL ECONOMY

Fuel consumption can be affected considerably by the way your vehicle is driven and maintained. To achieve maximum fuel economy observe the following simple "Do's and Don'ts" —

- Do** drive off straight away when starting from cold. It's wasteful to start the engine and let it warm up before moving off.
 - Do** close the choke control progressively and push it fully home as soon as possible.
 - Do** accelerate smoothly and gradually, especially through the gears, and maintain as steady a throttle opening as possible.
 - Do** look ahead and anticipate traffic conditions, so that if you're going to have to slow down or stop, you reduce speed gradually.
 - Do** observe the speed limits — it will improve your fuel consumption anyway.
 - Do** use the highest possible gear — without labouring the engine.
 - Do** maintain your tyres at the correct pressures and ensure that your vehicle's brakes are not binding.
 - Do** have your vehicle serviced at the recommended intervals by your Authorised Dealer, and take advantage of any special checks offered by your Dealer. Remember, a poorly maintained vehicle will use more petrol.
- Don't** warm up the engine from cold before moving off.
 - Don't** leave the choke out for longer than necessary.
 - Don't** accelerate quickly, especially through the gears.
 - Don't** "blip" the accelerator before you stop the engine.
 - Don't** brake hard or from a fast speed, except in emergencies.
 - Don't** play "first away from the lights". Let the other chap waste his petrol if he wants to.
 - Don't** constantly change gear.
 - Don't** slip the clutch excessively — high engine revs. use a lot of fuel.
 - Don't** coast with the vehicle out of gear. You should always be in control, and must be able to accelerate or brake in an emergency.

Instruments, Controls & Fittings



















Instrument panel and switches

1. Heated rear window warning light.
2. Oil pressure warning light.
3. Side and rear lamp warning light.
4. Direction indicator warning light.
5. Headlamp main beam warning light.
6. No charge warning light.
7. Low fuel warning light.
8. Brake warning light.
9. Supplementary swivelling lamps/ auxiliary driving lamps switch
10. Rear wiper and washer switch.
11. Hazard warning switch and light.
12. Brake fluid leakage test switch.
13. Speedometer.
14. Trip indicator.
15. Total distance recorder.
16. Trip reset control.
17. Water temperature gauge.
18. Fuel contents gauge.
19. Electric clock with reset control.
20. Heated rear window switch and warning light.
21. Choke control.
22. Rear fog lamp switch and warning light.

WARNING LIGHTS

	<p>Heated rear window warning light The warning light is illuminated when the heater is switched on.</p>
	<p>Oil pressure warning light A red light illuminates when the ignition is switched "ON". If the warning light fails to extinguish after the engine has started, it must be stopped at once, and the cause rectified before the engine is restarted, otherwise serious damage may result. The light will glow if there is a lack of oil or insufficient oil pressure.</p>
	<p>Side and rear lamp warning light A green light illuminates when the side and rear lamps are switched "ON". This operation also causes an illumination of the instrument panel, the heater controls and the accessory switches below the instrument panel.</p>
	<p>Direction indicator warning light A green light flashes in unison with the flasher lamps when operating. If the light fails to flash a fault may have developed or a bulb requires replacement.</p>
	<p>Headlamp main beam warning light A blue light illuminates when the headlamps are on main beam.</p>
	<p>"No charge" warning light As soon as the ignition is turned "ON", the red warning lamp illuminates, but as soon as the engine is started, the warning lamp will go out and will remain so except at idling speed. If the lamp stays on, this indicates some fault in the charging circuit or possibly a broken alternator drive belt. Investigate the cause and rectify as soon as possible, otherwise the battery will be discharged.</p>
	<p>Low fuel warning light A yellow light will begin to flicker intermittently when the fuel level in the tank becomes low, and will stay on continuously when about 5 litres (1 gallon) remains in the tank.</p>
	<p>Brake fluid leakage warning light and switch If there is a fluid leak in either the front or the rear hydraulic circuit, the warning light will illuminate when the brake pedal is depressed. Should the warning light come on whilst driving, proceed with caution and have the cause investigated by an Authorised Dealer as soon as possible. With the vehicle stationary the warning light must illuminate when the test switch is depressed.</p>

SWITCHES AND CONTROLS

	<p>Heated rear window — Switch</p> <p>The “push-push” switch is located on the underside of the instrument panel at the side of the steering column. This provides demisting or defrosting of the rear window and functions when both the window heater and ignition switches are “ON”.</p> <p>WARNING: With full use of the heated rear window and other electrical accessories the current consumption may not be balanced entirely by the alternator output. Therefore, <i>switch off the heated rear window when the glass has cleared</i>. Overlong use of the heated rear window could result in the battery becoming discharged with consequent starting problems.</p>
	<p>Rear fog lamp — Switch and indicator light</p> <p>A “push-push” switch is located on the underside of the instrument panel at the side of the steering column and incorporates a yellow indicator light.</p> <p>Rear fog lamp operates only with the side lamps ‘ON’.</p>
	<p>Hazard warning — Switch and indicator light</p> <p>The “push-push” switch is located on the underside of the instrument panel at the side of the steering column and incorporates a red indicator light. To act as a warning to other traffic in an emergency, operate the switch which will cause all four direction indicator lights to flash simultaneously. The lights operate with the ignition “ON” or “OFF” and both the switch and indicator warning light on the instrument panel will illuminate with the flashers.</p>
	<p>Rear wash/wipe switch</p> <p>The switch is located at the right of the steering column and will operate only while it is depressed. The left-hand side of the switch operates the wiper and washer simultaneously; the right-hand side operates the wiper only.</p>
	<p>Choke control</p> <p>Located at the side of the steering column.</p>
	<p>Swivel lamps/auxiliary lamps switch</p> <p>This is a three position switch, the centre position is the “OFF” position.</p> <p>“Swivel lamps” depressed: swivel lamps “ON”. The swivel lamps are automatically extinguished when ‘ignition’ or ‘side lamps’ selected.</p> <p>“Auxiliary lamps” depressed: auxiliary lamps will be illuminated provided that the main lighting lever is in the main beam position. The auxiliary lamps will be switched off automatically when the headlamps are dipped.</p>

INSTRUMENTS, CONTROLS AND FITTINGS

Speedometer

The speedometer, in addition to indicating the road speed, registers the total mileage and the "trip" mileage.

To set the "trip" reading to zero, press and turn the knob situated adjacent to the speedometer.

Water temperature gauge

A few seconds are required after the ignition is switched on before the temperature is indicated. At normal engine running temperature the needle should be in the centre section.

If the pointer enters the red sector it indicates faulty operation of the cooling system — stop the engine immediately.

Fuel contents gauge

Registers the fuel tank contents when the ignition is switched on. The tank capacity is 60 litres (13 gallons).

Electric clock

To set the hands push in the small knurled knob by the clock face and turn either way. If for any reason the battery has been disconnected, restart the clock by resetting the hands as soon as the battery is reconnected, or damage may occur.

Combined lighting and horn control lever

The longer lever (A) at the left of the steering column controls the side and rear lamps, headlamps and horn as follows:

Lamps OFF. "0" on lever towards driver.

Side and rear lamps ON. "1" on lever towards driver, with the lever in the upper position (B).

The side and rear lamp warning light, instrument panel and heater controls will also be illuminated.

Head dip beam ON. "1" on lever towards driver, with the lever in the lower position (C). OR "2" on lever towards driver, with the lever in the upper position (D).

Headlamp main beam ON "2" on lever towards driver, with the lever in the lower position (E).

The headlamp main beam warning light will also be illuminated.

Headlamp flash. Pull the lever towards the steering wheel to flash the headlamps.

Horn. Push the end of the lever in towards the steering column to sound the horn.

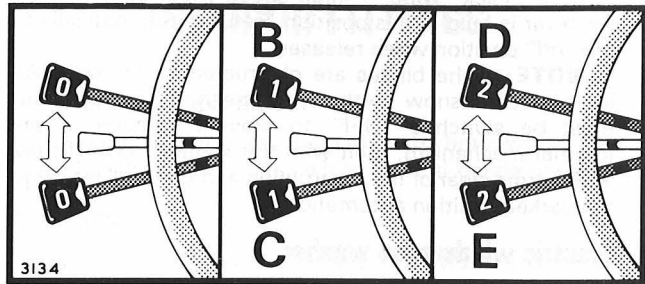
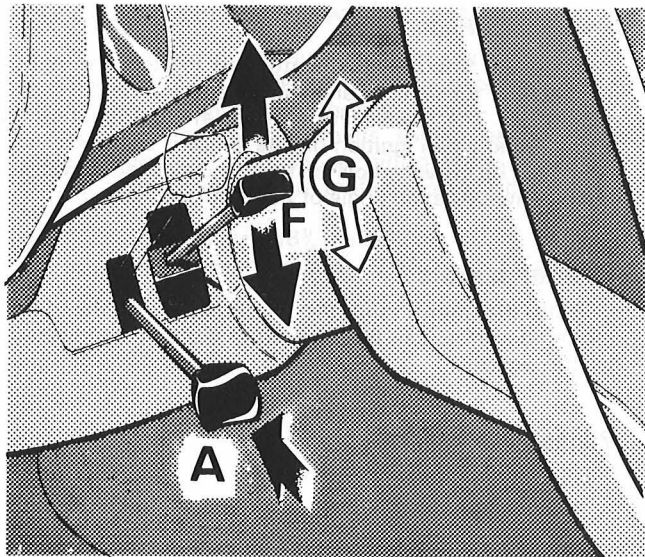
Direction indicators

The direction indicators are controlled by the shorter lever (F) mounted on the left of the steering column. Push the lever upwards for right hand flashing and downwards for left hand flashing. A light on the fascia panel will flash in unison when the flashers are operating. If the light fails to flash a fault may have developed or a bulb requires replacement.

A green warning light on a bracket at the extreme right of the fascia flashes once, as check on the trailer circuit, each time the direction indicators are operated. If the warning light does not flash it indicates that there is a fault in the wiring or a trailer bulb requires replacement.

Lane change

The appropriate indicators will operate when the lever is held against spring pressure in the intermediate position (G) in each direction. The lever will return to the "off" position when released.



Headlamp beam (load) adjustment

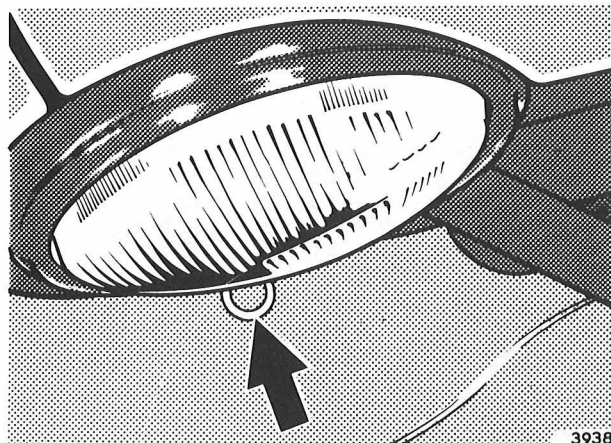
An exterior manual control (plastic tongue), situated at the base of the headlamp between the headlamp glass and rim, is fitted so that the headlamp beam can be set to compensate for variations in load on the rear of the vehicle.

To lower the beam (vehicle loaded)

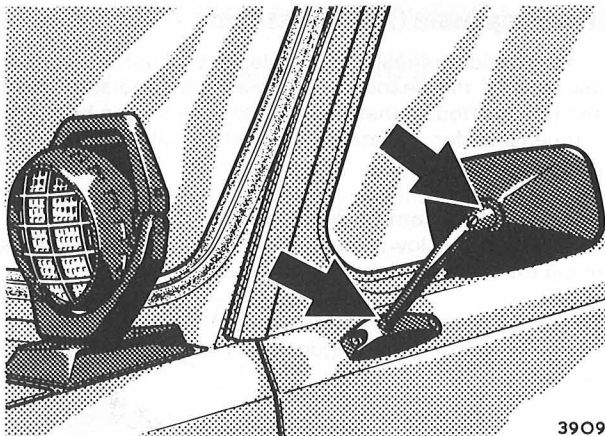
Press on the lower part of the headlamp glass, thus tilting the lamp and lowering the beam.

To raise the beam (vehicle empty)

Pull on the plastic tongue which resets the headlamp beam.



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Swivelling lamps

These are fitted on the scuttle, on the left and right hand side of the vehicle, and within reach of the driver or passenger. The swivelling lamps are automatically extinguished when ignition or side lamps is selected. The lamps can be swivelled on the base and inclined upwards and downwards at an angle of 20° from the horizontal.

Exterior mirrors

Both the mirror and the mirror stem of the door mounted mirrors can be adjusted at the points indicated by the arrows.

Windscreen wiper

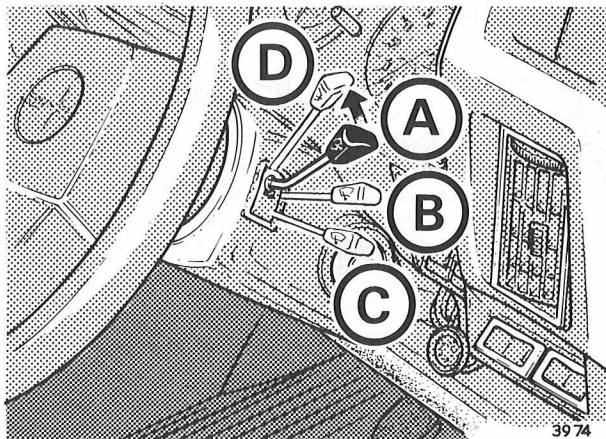
- A — Stop.
- B — Normal speed.
- C — High speed.
- D — "Flick" wipe — high speed wiper action whilst the lever is held in this position. Returns automatically to the "off" position when released.

NOTE: If the blades are obstructed by for example, ice or packed snow on the windscreen, the wiper motor must be switched "OFF" to prevent damage to the internal mechanism; then with the ignition "ON" lift the wiper arms clear of the obstruction and they will return to the parked position automatically.

Electric windscreen washer

The washer pump is operated when the lever is pulled towards the steering wheel.

- A — Windscreen wash only.
- B, C and D — Windscreen wiper operation with washer operation.



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Windscreen and tailgate washer reservoir

This is located in the engine compartment.

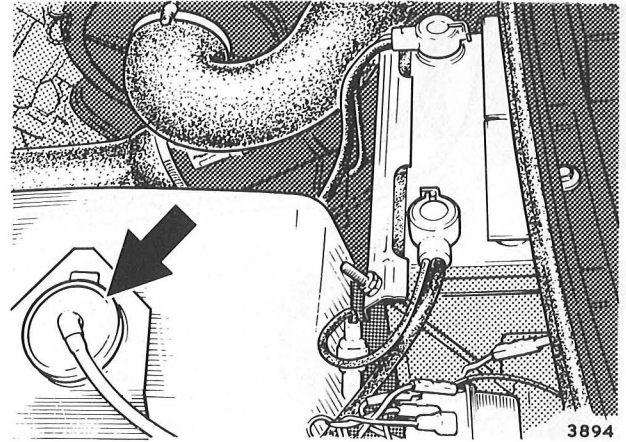
Refill with clean water, adding one sachet of Mopar 'Windscreen Wash' per pint for best results.

In winter, methylated spirits should be added to prevent freezing — 2 fl. oz. per pint of water protects to 6°F of frost, 4 fl. oz. per pint protects to 14°F of frost.

Reservoir capacity —

5 litres (8¾ pints).

2fl. oz. = 3 tablespoons (approx.) 20 fl. oz. = 1 pint.



INTERIOR FITTINGS

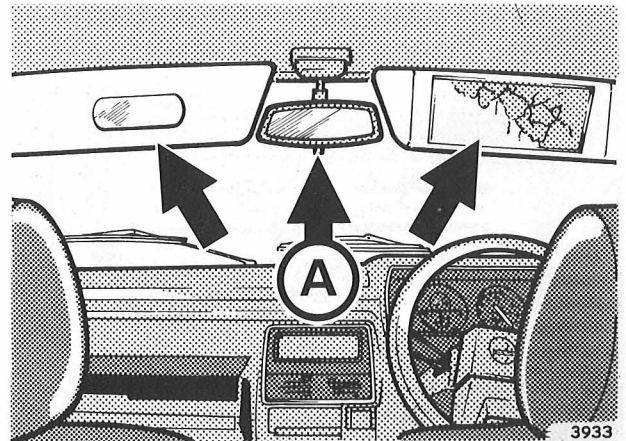
Interior rear view mirror

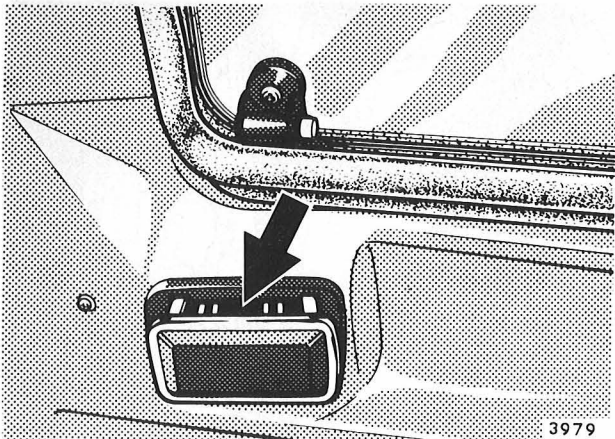
For night driving press the pad on the bottom centre of the mirror frame (A) to move it to the anti-dazzle position.

Sun visors

Two adjustable sun visors are provided which are mounted above the windscreen. They can be pivoted downwards against sun glare or downwards and sideways against side glare.

The sun visor on the passenger side has a vanity mirror, that on the driver's side a card or map case.



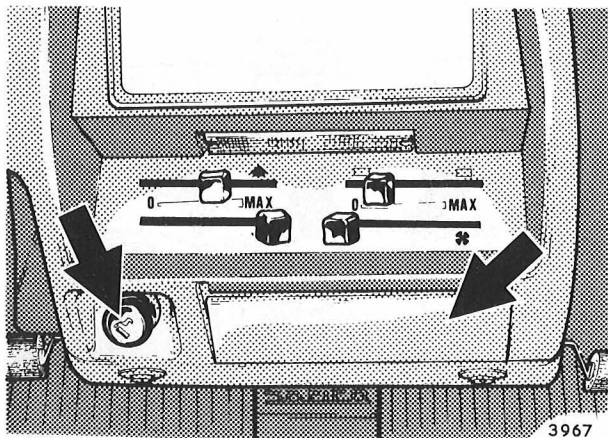


Rear Ashtrays

To remove push downwards on the upper edge of the ashtray and pull out.

Grab handle

A grab handle is provided above the front passenger door.



Cigarette lighter

To operate, push in and release. When the lighter reaches the correct temperature it will spring outwards and can then be withdrawn for use.

Front ashtray

This is positioned below the heater controls.

To remove it for cleaning, press the central tab and withdraw the tray.

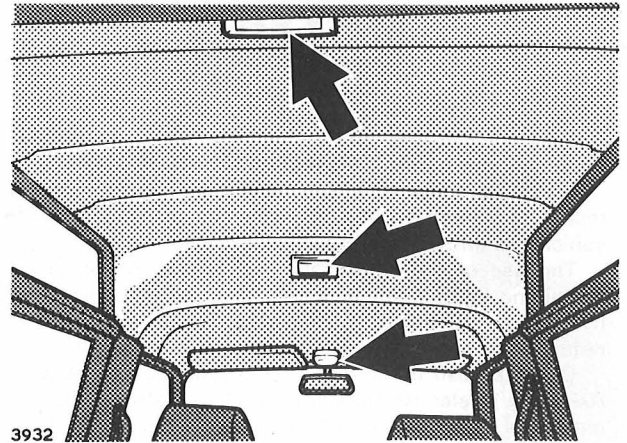
When refitting, ensure it "clicks" home.

Interior lamp-front

When either of the front doors is opened the front interior roof lamp will illuminate. To operate the lamp when the doors are closed slide the lamp lens sideways.

Interior lamps-rear

The rear interior roof lamps are controlled by a switch on the lamp itself. Depress the rocker switch to switch the lamp on and off.



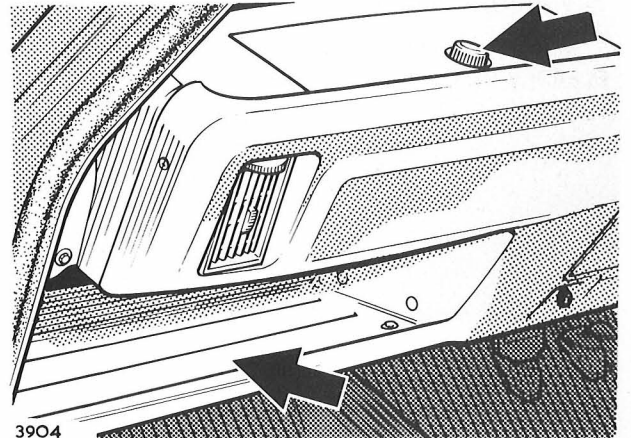
3932

Glovebox

This is situated in the upper part of the fascia on the passenger's side. To open turn the control button in a clockwise direction, the lid will rise automatically to its fully open position. To close, press the lid down against the spring tension until it clicks shut. No means of locking the glovebox.

Document receptacle

This is situated below the fascia and glovebox on the passenger side, and between the passenger door and the heater console.



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SAFETY BELTS

(United Kingdom)

Your vehicle has many built-in safety features in addition to the safety belts required for the front seats.

Statistics show that the majority of serious injuries result from head-on impact when the occupants of the vehicle are thrown forward in their seats.

The use of the safety belt will minimise the risk of sustaining injury from violent contact with the vehicle's interior and supplement the inbuilt controlled deformation characteristics of the vehicle body.

Consider also the safety of your rear seat passengers. Ask your Dealer for details of adult lap strap belts and children's safety seats and harnesses — all of which are available fully engineering tested and approved for all Chrysler vehicles.

Always stow the belt when not in use to avoid damage as a result of trapping the webbing when closing the doors.

All Chrysler vehicles are fitted with safety belts — SO PLEASE USE THEM AT ALL TIMES.

IMPORTANT

Regular safety checks

It is important that the safety belt is inspected at regular intervals for cuts, chafing and twisting arising from normal use. Any safety belt that has become excessively chafed, or cut, must be renewed. Check the security of the fixings.

Accident damage

In the event of an accident any safety belt which has been subjected to a shock load should, in the interests of further safety, be renewed. The anchorages should also be inspected.

Cleaning the belt

The most suitable cleaning agent for the belt is a mild soap and warm water solution. Since nylon does not absorb water to any great extent, it will therefore dry quickly. Do not saturate. Fluids which are harmful to nylon and those containing mineral acids MUST NOT BE USED.

Alterations and additions

These safety belts have been scientifically designed and tested and conform to B.S. 3254. No alterations or additions must be made. If in doubt consult an authorised Dealer.

To fasten the belt

Pull slowly on the belt tongue at the upper attachment in one continuous movement to avoid locking the reel. Position the belt over the shoulder and hip, sliding the tongue along the strap if necessary.

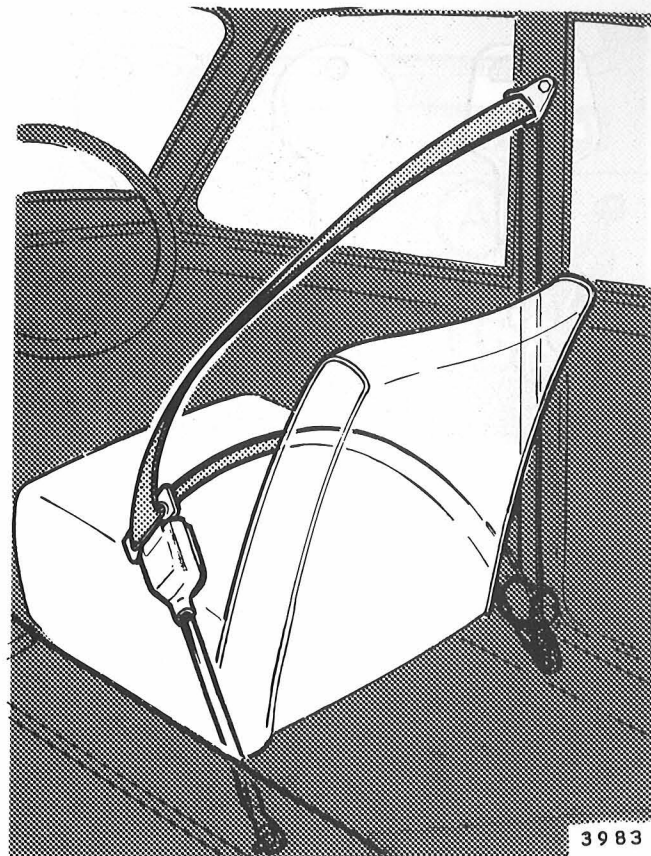
Push the tongue into the buckle stalk that is nearer the wearer until a positive click is heard, locking the tongue in position. Check that the webbing is not twisted.

Stretch the lap belt and pull on the diagonal belt to make sure the tongue is properly locked.

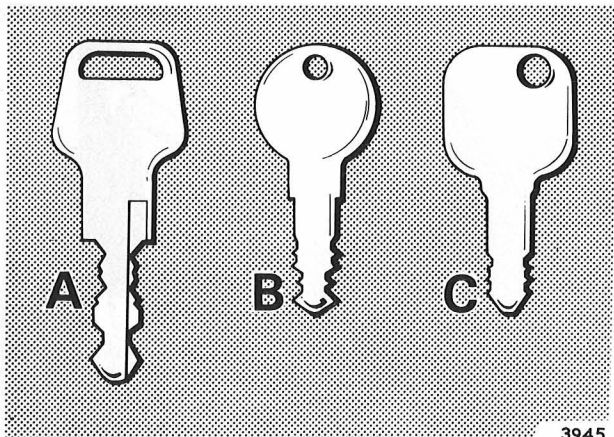
To release the belt

Press the button on the buckle stalk to release the tongue and hold it to control its return to the upper attachment. If released too quickly there is a possibility of the steel tongue striking the window glass.

Ensure the belt is pulled taut against the door pillar to reduce the likelihood of it being trapped and damaged when the door is opened and closed.



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KEYS

- A. Ignition/steering lock key
Used to:
- Unlock the steering and operate the starting switch.
- B. Door key
Used to:
- Lock the front doors
 - Lock the luggage compartment
- C. Fuel filler cap key, turn anti-clockwise to open.

Replacement keys can only be obtained through an authorised Dealer.

It is absolutely essential that the key number is quoted to obtain a replacement.

1. The key numbers are quoted **ONLY** on the keys.
2. As a safeguard the recorded number should also be carried on one's person particularly when away from home.

DOORS

Door locks

Either front door can be locked or unlocked from the outside with the appropriate key. Insert the key, turn it in the required direction to operate the lock, return the key to the upright position and withdraw it.

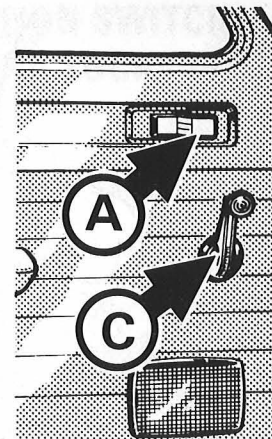
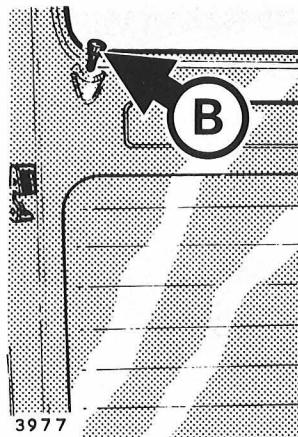
Front doors can also be locked from inside the vehicle by depressing the lock button (B) or unlocked by lifting this button.

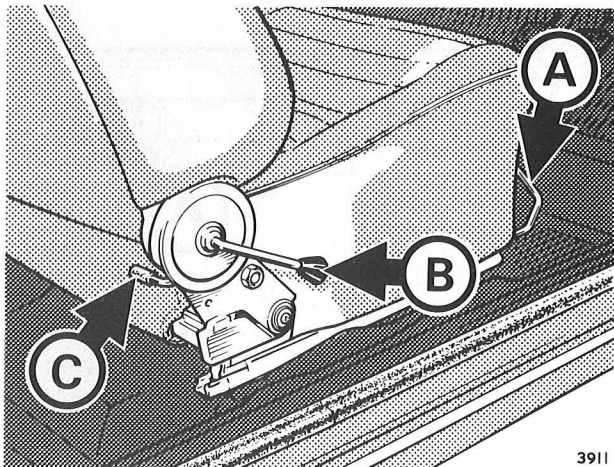
With the button up, pull the interior handle (A) to open the door.

Closing a door from the outside will cancel the locking mechanism and return the button to the "up" position to prevent locking the keys in the vehicle.

Windows

Use the regulator handle to lower or raise the window (C).





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SEATS

Front seats

To adjust either front seat forward or backward lift the bar (A) located at the front of the seat, move the seat to the desired position, release the bar and ensure that the catch is re-engaged.

The rake of the seat back can be adjusted by pulling the lever (B) upwards, moving the seat back to the desired inclination and releasing the lever.

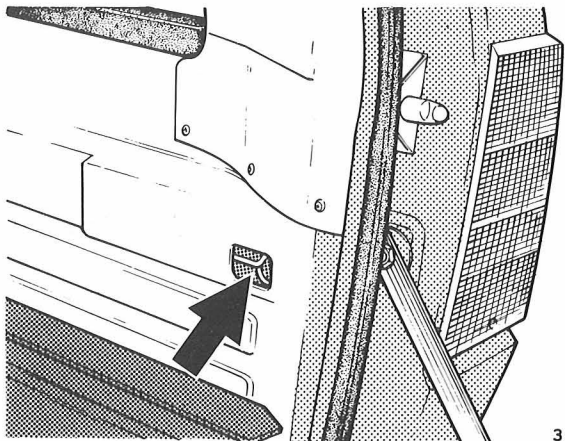
To give easier access to the rear, depress lever (C) and tilt the back of the front seat forward at an angle.

Fixed head rest

This complements the seat belts and reduces head "whiplash" with its consequent risk of neck injury.

Folding the rear seat

The rear seat can be folded to increase the volume of the rear compartment. Move the front seats forward a few notches and position the seat backs (front) nearly vertical. Unlock the rear seat back by pulling on the rings (arrowed) situated under each side of the parcel tray support. Lower the seat back on to the rear seat cushion. To refit the seat back, raise it and push it rearwards until it locks into place.



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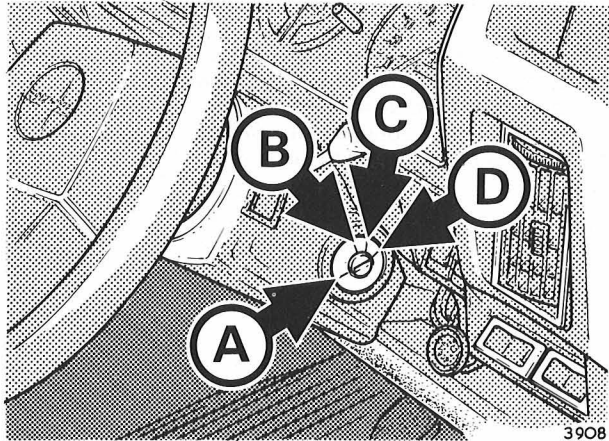
Rear parcel tray

To remove.

Fold the rear half of the parcel tray forward onto the front half. Use a screwdriver to open the two locks by turning the screws to the horizontal. Raise the rear of the parcel tray and remove it from the rear of the vehicle.

To refit.

Engage the two front spindles in their respective housings and refit the tray. Use the screwdriver to turn the screws and lock them. Fold down the rear half of the parcel tray.



3908

COMBINED IGNITION SWITCH AND STEERING LOCK

A — "Off" position

Ignition off, steering locked — the key can be removed.

B — "Garage" position

Ignition off, steering unlocked — the key can be removed.

C — "Drive (on)" position

Ignition on only — the key cannot be removed.

D — "Start" position

Ignition on and starter motor energised. The switch automatically returns to the "DRIVE" position when the key is released. The key cannot be removed.

It is sometimes necessary to relieve the load on the lock by rotating the steering wheel slightly from side to side before the key will turn.

It is important that this system operates correctly throughout the service life of the vehicle and the ignition circuit must never be separated from the lock and connected to an independent switch. In the event of failure consult an authorised Dealer.

Warning. UNDER NO CIRCUMSTANCES SHOULD THE KEY BE TURNED TO THE LOCKED POSITION OR ANY ATTEMPT BE MADE TO WITHDRAW THE KEY WHILST VEHICLE IS IN MOTION.

DRIVING CONTROLS

Accelerator

Always operate the accelerator smoothly. Jerky movements increase fuel consumption.

Brake pedal

Avoid violent braking. Use the lower gears when descending steep hills.

After negotiating a ford or water splash or when driving on flooded roads, it may be necessary to dry out the brakes to restore full braking power by means of a few light applications of the brake pedal.

It is also advisable to do this after or during prolonged driving in wet weather, under circumstances where the brakes are not in use, such as may occur on Motorways.

Excessive brake pedal travel or illumination of the brake warning light indicates the need for immediate investigation.

Brake linings designed to meet the demands of high speeds and frequent use are compounded of a comparatively hard material, which can sometimes give rise to brake squeal; this may vary — for example, with weather conditions.

This squeal is in no way harmful, and does not affect the efficiency or life of the brakes.

Clutch pedal

When using the clutch, press the pedal down fully to avoid overloading the synchronising mechanism in the gearbox. Do not rest the foot on the pedal when the clutch is not being used. Never coast downhill with the clutch disengaged as this will cause excessive clutch wear and possibly other damage to the transmission.

Gear change lever (A)

The gear change lever is mounted centrally on the floor. Synchromesh is incorporated on all forward gears.

1st gear should always be used when starting from rest.

Reverse gear is engaged by moving the gear lever fully to the right against the spring pressure and back to its full extent.

Handbrake (B)

The handbrake is located between the front seats.

To release, pull lever slightly upwards (in the same direction as when pulling "on") at the same time pressing the button in the top of the hand grip with the thumb, then press downwards to "off" position.

The handbrake operates on the rear wheels, and is independent of the hydraulic system.

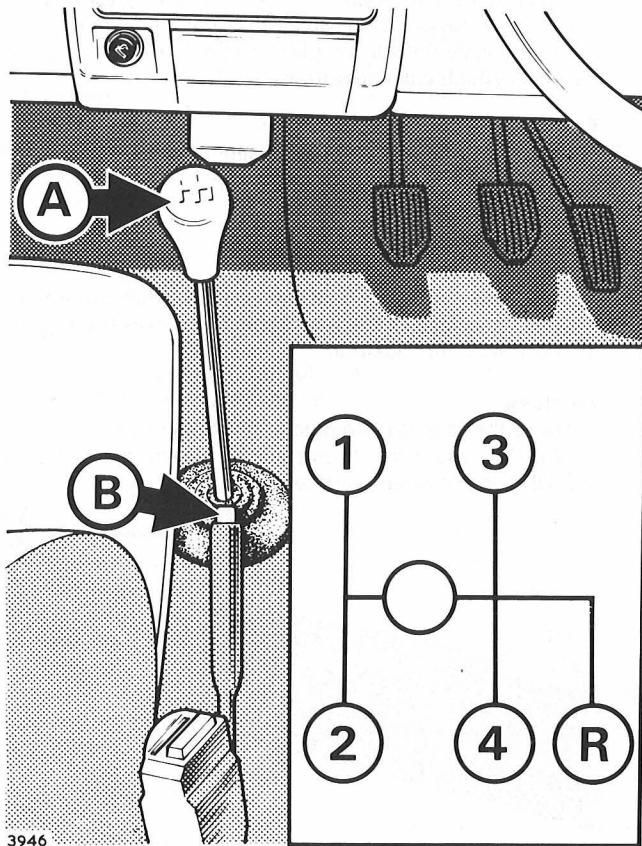
BONNET, TAILGATE AND FUEL TANK FILLER

Caution. The electric fan may operate when the ignition is switched on without the engine running, especially when the engine is warm. Take particular care to keep clothing and hands clear of the fan when the bonnet is open.

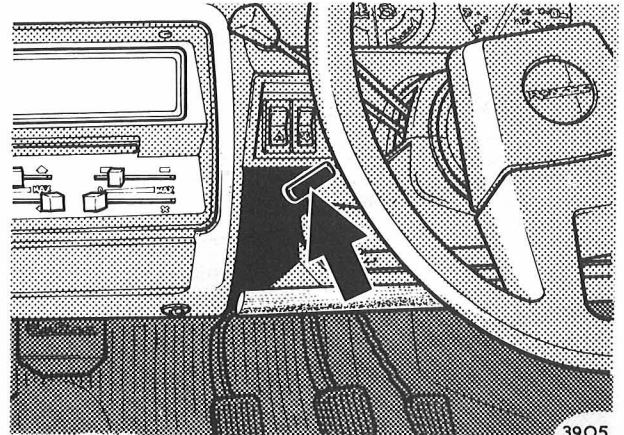
Bonnet — to open

From inside the vehicle, pull the bonnet release handle situated under the fascia at the side of the steering column.

The bonnet will remain open when the stay has dropped into the retaining slot at the top of the stay.



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3905

Bonnet release catch

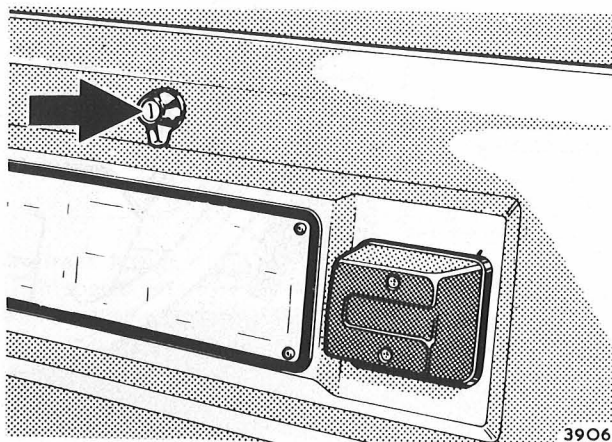
To close

Lift bonnet slightly and pull the bonnet stay rearwards, allow the bonnet to drop to the closed position. Press down with the palm of the hand until the lock is heard to click, when the bonnet will be locked.

Rear glass

To open from the outside

Insert the key in the lock on the tailgate and turn it clockwise to release the lock, turn the catch clockwise (only direction it will move) and lift the glass by the handle provided, the glass will then be lifted by the gas struts.



Tailgate lock

To open from the inside

Pull the lever controlling the tailgate, which will simultaneously unlock the glass and the tailgate. Push on the glass which will rise automatically.

To close

Ensure that the tailgate is closed. Lower the glass half way, when it will close automatically.

Tailgate

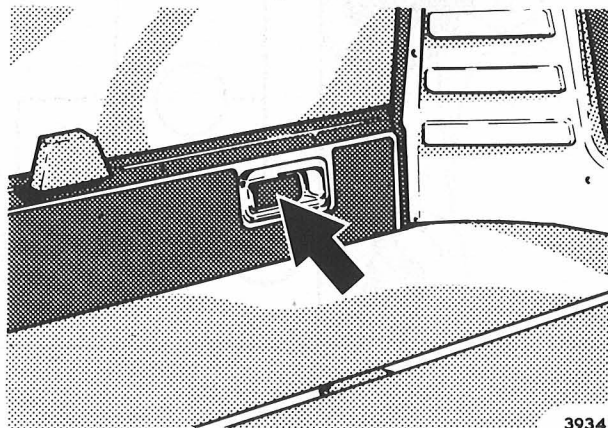
To open

Open the rear glass. Pull the release catch situated on the left hand side of the rear panel and lower the tailgate to the horizontal position.

To close

Raise the tailgate and push it firmly to close.

N.B. Important not to put a load greater than 150 kg. (330 lb.) on the open tailgate.



Tailgate release catch

Side glasses — rear

Only the front part of the glass can slide.

To open

Press the push operated catch to release the catch and move the glass rearwards simultaneously, to any of five fixed positions, release the catch to lock glass in the requisite position.

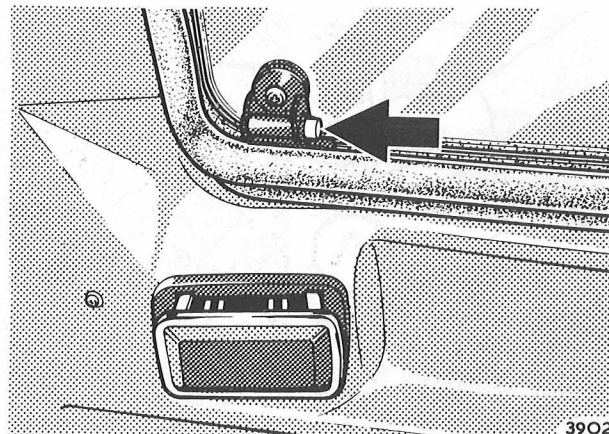
To close

Press the catch and push the glass to the front.

Fuel filler

This is located on the right hand rear wing. It is locked and unlocked with the special key.

To release cap turn the key anti-clockwise.

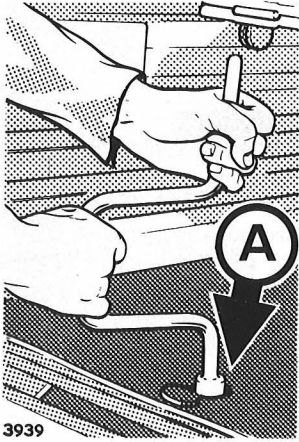


SECURITY OF VALUABLES WHEN LEAVING YOUR VEHICLE

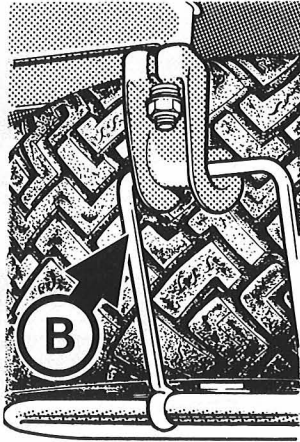
Articles left in full view can be an open invitation to theft.

You are strongly advised to put any loose items out of sight.

Don't forget to check also that all the doors and windows are locked.



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Tools

To gain access to the tools, release the bonnet catch and open the bonnet. The jack and wheel brace are stowed in the engine compartment on the right hand side wing valance. When refitting the jack the pivoted arm must be uppermost.

Spare wheel

The spare wheel is located in a carrier under the luggage compartment on the left hand side at the rear of the car. To remove it, use the wheel brace to slacken the wheel carrier bolt (A) located under the carpet at the centre rear edge in the luggage compartment. Raise the wheel carrier by means of the handle (B), rotate the hook clockwise approximately a quarter of a turn, and lower the carrier to the floor. The spare wheel can then be removed. To replace the wheel reverse above operation.

RADIO

Factory-fitted radio sets are intended for cars operating mainly in the United Kingdom and cover the Medium and Long AM wave bands.

The radio will operate only when the ignition switch is in the "Ignition on" or "Auxiliary" positions. A separate 1 amp fuse is incorporated in the supply cable adjacent to the set.

For optimum results, the aerial should be fully extended.

On/off and volume

On/off and volume are controlled by the centre knob of the left-hand control.

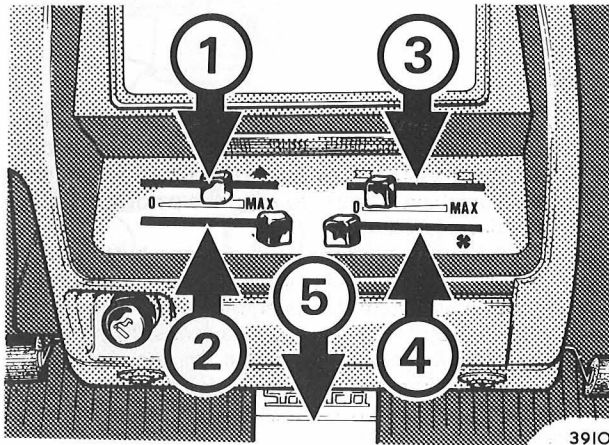
Tone

Tone is controlled by the outer ring of the left-hand control — turn clockwise for treble, anti-clockwise for bass.

Tuning

To tune **manually**, select the required waveband (on push button sets, the right-hand button selects long wave, any of the other four selects medium wave) and rotate the right-hand control to align the pointer with the desired station wavelength.

To set the **push buttons**, pull out one button to its fullest extent, and manually tune the required station. Holding the tuning control in position, push in the button fully and release it. Set the other buttons in the same way, selecting a long wave station for the right-hand button and medium wave stations for the other four. Once set, each button will automatically select the pre-set station when pushed.



HEATING AND VENTILATING

The heater has five controls:

1. Air to screen.
2. Air to vehicle.
3. Temperature.
4. Fan.

These controls are variable from "OFF" to "MAX".

5. Flap to direct air to rear compartment.

The "fan" control (4) can normally be moved to the OFF position at speeds above 50 m.p.h. (80 k/h).

Here are some examples of settings to meet typical conditions.

Demisting or defrosting windscreen

Close flap (5).

Close "air to vehicle" control (2).

Set "air to screen" (1), "temperature" (3) and "fan" (4) controls to MAX.

When screen is clear, "air to vehicle" control (2) and flap (5) can be opened, "air to screen" control (1) can be moved towards "OFF" and the "temperature" (3) and "fan" (4) controls can be adjusted as required.

Maximum heat to vehicle interior

Close "air to screen" control (1).

Set "air to vehicle" (2), "temperature" (3) and "fan" (4) controls to MAX.

Open flap (5) if heat is required in rear compartment.

When required temperature is reached, maintain by adjusting "temperature" (3) and "fan" (4) controls.

The volume of air can be regulated by adjustment of "air to screen" (1) and "air to vehicle" (2) controls.

Unheated air to vehicle interior

Set "temperature" control (3) to OFF.

Adjust airflow as required with "air to screen" (1), "air to vehicle" (2), "fan" (4) controls and flap (5).

The directional air diffusers should also be open.

Directional air diffusers

The air diffusers are independent of the heater.

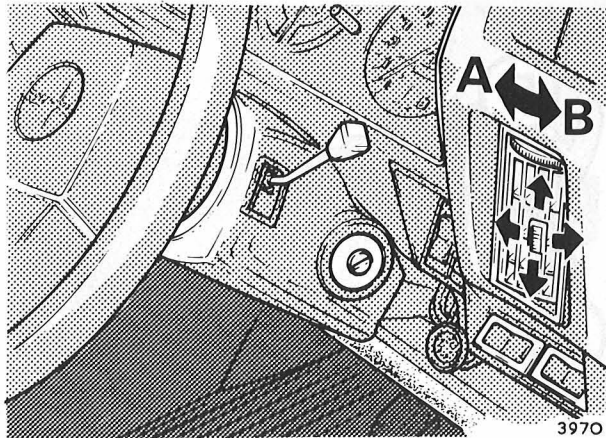
Fresh air only

A — Closed position.

B — Opened position.

Slide the central control to direct air up or down.

Swivel diffuser to direct air as desired.



TOWING

Trailer coupling

The vehicle is fitted with a ball hitch of 50 mm. (2 in.) diameter and an electrical socket connection. A and B respectively in the illustration.

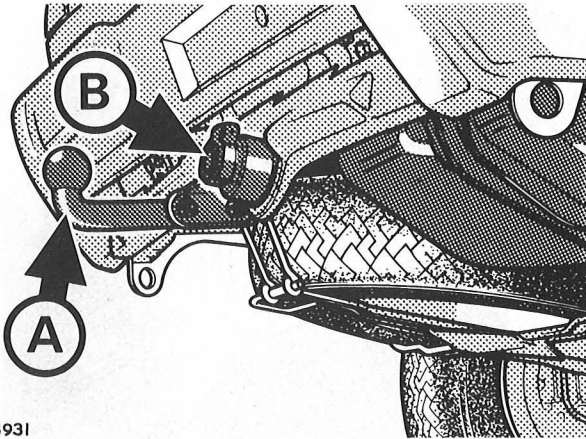
If the ball hitch is in the stowed or retracted position it will be necessary to change to the normal towing position prior to towing. To do this, slacken and remove the two retaining bolts securing the ball hitch. Remove the ball hitch and replace in the towing position, insert and tighten the two retaining bolts securing the ball hitch.

The maximum permissible weight for a trailer is given on page 85, "Specifications".

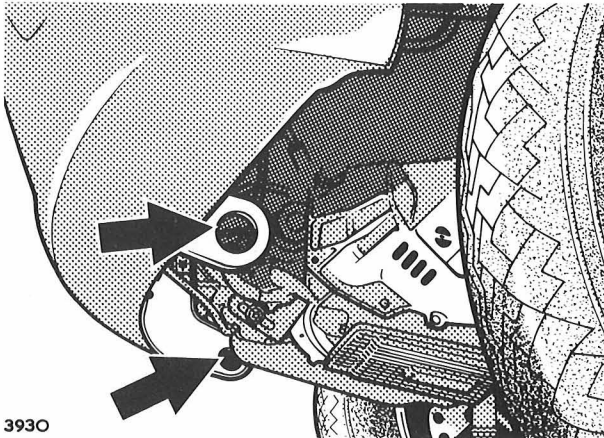
Towing eyes

Towing eyes are provided under the front and rear bumpers, primarily for lashing down the vehicle during transportation, but it is permissible under emergency conditions to use them for straight line towing within the limitations of the towing capacity.

The "eyes" **MUST NOT** be used for suspending the vehicle if being towed by a breakdown vehicle.

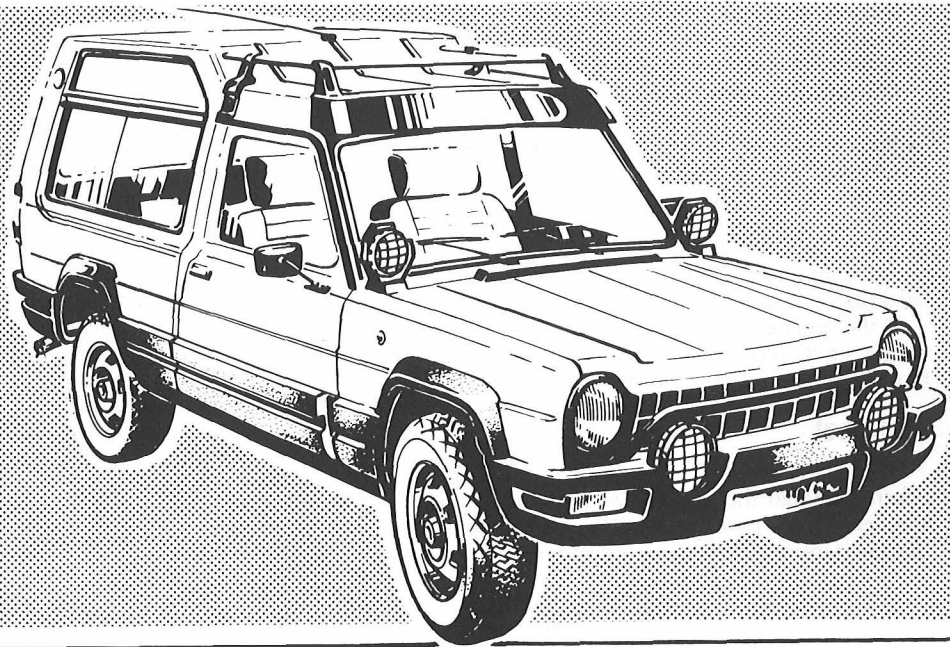


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Driving



OPERATING THE VEHICLE

Starting the engine

Do not start or run the engine in a closed garage; always ensure that the garage doors are open. Place the gear lever in the neutral position. Apply the handbrake.

When cold

Pull the choke fully out.

Switch on the ignition. Check that:

- the "oil warning" and "charge" indicators glow;
- the fuel gauge registers the amount of fuel in the tank.

Operate the starter. As soon as the engine starts, the "oil warning" and "charge" indicators must go out.

Push the choke control back progressively as soon as the engine has warmed up sufficiently to idle evenly and smoothly without its aid. This will occur quite quickly, allowing the choke to be returned fully with the minimum of use. The vehicle should be driven away as soon as possible, as the engine will warm up sooner when on the road than it would with the vehicle stationary.

If the engine does not start promptly at temperatures below +5°C (40°F) pump the accelerator pedal three or four times, then repeat the starting procedure.

When hot

When the engine is warm do not use the choke control. Should the engine be reluctant to start, depress the accelerator pedal through a quarter of its travel and release it immediately the engine "fires".

Running in

The care taken during the initial running-in of a new vehicle can reflect in the durability and freedom from trouble later in the life of the vehicle.

The process of running-in applies not only to engine and transmission but also to chassis components, thus attention to brake bedding and tyre flexing is essential. For this reason the maximum speed of the vehicle should be restricted to 50 m.p.h. (80 km/h) for the first 100 miles (160 kms) and the speed progressively increased thereafter. Particular care should be taken to avoid wide throttle operation for at least 500 miles (800 kms); this is best achieved by making full use of the gearbox and avoiding excessively high engine r.p.m.

Free service

United Kingdom

When your vehicle has completed between 800 and 1200 miles take it to the Dealer from whom it was purchased so that the **free service** inspection can be carried out. If it is impracticable for you to return your vehicle to the dealer from whom it was purchased, the selling dealer will arrange for the Free Service to be carried out by an authorised Dealer in the area where the vehicle is located.

Other countries

The free service is provided by authorised Dealers in accordance with recognised local practice.

Fuel Consumption

The Passenger Car Fuel Consumption Order 1977 requires that fuel consumption figures obtained under controlled test conditions are included in this handbook for U.K. purchasers.

The figures obtained under the prescribed test conditions for the Rancho are as follows.

Engine capacity	Urban driving		Constant speed driving 56 mph (90 km/h)	
	Miles per gall.	Litres per 100 km	Miles per gall.	Litres per 100 km
1442 cm ³	26.1	10,8	31.7	8,9

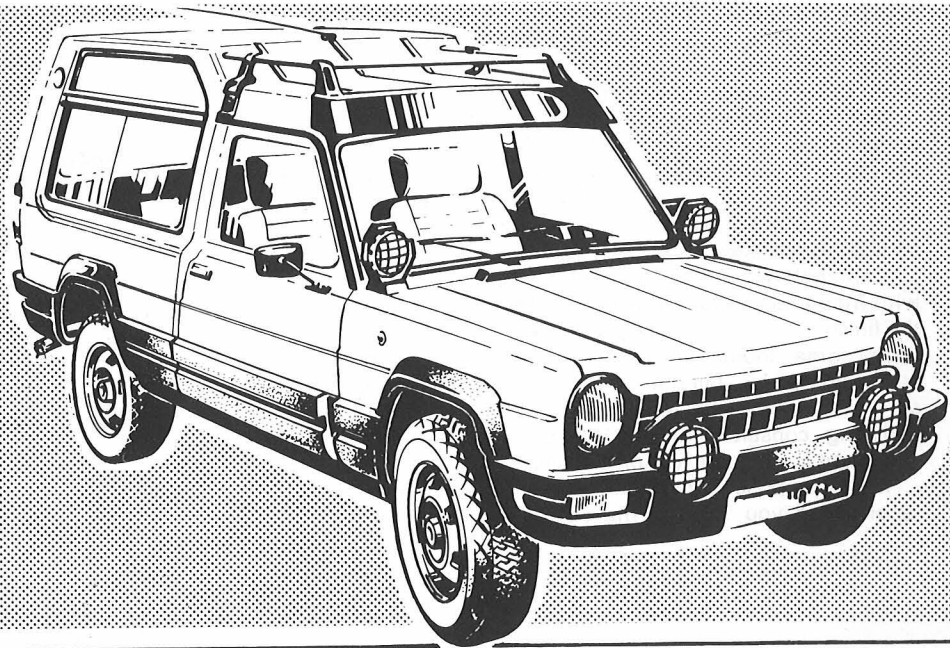
The results given above do not express or imply any guarantee of fuel consumption of any individual car. There are inevitably differences between individual cars of the same model; furthermore, the driver's style and road and traffic conditions, as well as the extent to which the car has been driven and the standard of maintenance will all affect its fuel consumption.

TOURING

For owners who are planning a tour abroad, facilities exist for guidance in the preparation of the vehicle and to assist, should any difficulty be experienced while abroad. Full details can be obtained from an authorised Dealer.

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...continued on page 100
...continued on page 100
...continued on page 100

Bodywork Care



BODYWORK CARE

Frequent washing is the best way of keeping the "new car" look. At least once a week wash the vehicle thoroughly, using a sponge and plenty of cold or warm water to remove the dirt; rinse off with clean water and finish with a chamois leather to avoid water marks. If desired, car shampoo or a little mild detergent may be added to the washing water. Never attempt to remove mud or dirt when it is dry or scratches will result. Do not neglect the underside of your vehicle where collected mud can in time cause corrosion. Frequent high pressure hosing is recommended, particularly in the winter months when salt is used on many roads.

Any damage either to the paintwork or to the underside of the vehicle should be rectified as soon as possible to avoid deterioration. Have the underside of your vehicle inspected and any damage made good before the start of the winter to ensure protection when conditions are likely to be most severe.

If the paintwork loses its high gloss it can be cleaned with Mopar polish to remove "traffic film" and to restore the finish.

In some industrial areas paintwork can become contaminated by "fall out" of the pollution present in the air. If this cannot be removed by normal washing and polishing consult your Dealer as a special chemical treatment is available for some types of contamination.

If you propose to purchase any type of car cover we recommend you to seek the advice of your Dealer as

certain types of plastic or rubber covers can cause serious paintwork deterioration.

Note. For further protection, apply a good quality wax polish, afterwards shining with a clean cloth; this prevents discolouration.

Windscreen cleaning

The windscreen wipers are hinged so that they can be lifted clear of the glass when cleaning the windscreen. Never push the blades across the windscreen as this will damage the mechanism.

Greasy deposits on the inside of the windscreen can be removed by the application of a fairly strong solution of methylated spirit and water.

Heated rear window

The following practices should be avoided to prevent possible damage to the heating circuit:

1. Scratching off labels.
2. Wiping the glass with a ringed hand.
3. Stowing hard or metal objects so that they abrade the glass.
4. Cleaning with harsh abrasives.

Instrument glasses

Clean the instruments with a soft cloth lightly dampened with mild soap and water.

Solvents must not be used.

Lamp lenses

Do not use solvents of any kind to clean the plastic lamp lenses.

Safety belts — cleaning

Clean with a mild soap and water solution.

Fluids containing mineral acids are harmful to nylon AND MUST NOT BE USED.

Plastic upholstery

Using a sponge dampened with soapy water, lightly rub the upholstery. Rinse the sponge in clear water and, after wringing it dry, remove all traces of soap.

Wipe with chamois leather or rag.

Avoid soaking the seams.

Cleaning products, specially designed for cleaning plastics, are available on the market, but do not use any other type of cleaner or solvent.

Roof interior lining

To clean, wipe over with a cloth dampened in a mild soap and water solution.

SERVICE TRAINING CENTRE

A Service Training Centre is operated at the Factory and also by Chrysler U.K. Ltd for the express purpose of providing specialised instruction to all service personnel of the world-wide Dealer organisation.

The most efficient methods of servicing your vehicle are taught, and upon qualification, certificates of proficiency are issued to the Dealer.

These certificates are usually displayed in the Customer Reception area.

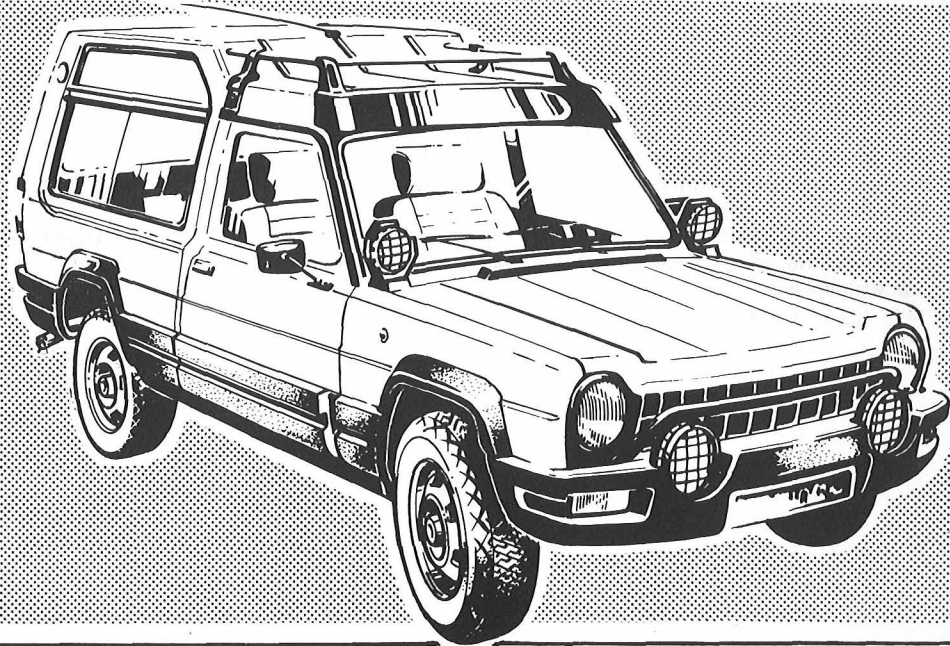
PARTS AND ACCESSORIES

Your authorised Dealer will be pleased to discuss your requirements with you and provide full details including prices and fitting charges.

A range of replacement parts and accessories manufactured to the same high standard of quality and workmanship as the vehicle itself is available for your new vehicle.

Metric threads are used throughout the vehicle. It is important to use the correct spanners to avoid damage.

Wheel Changing



JACKING UP THE VEHICLE

Wheel jack and wheel brace

The jack and wheel brace are stowed in the engine compartment on the wing valance.

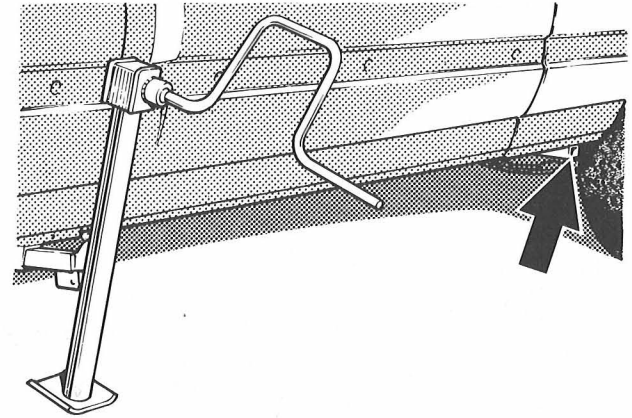
When refitting the jack the pivoted arm must be uppermost.

To raise the vehicle

Apply the handbrake, if jacking up the rear of the vehicle, chock the front wheels.

Insert the arm of the jack into the square jacking point nearest to the wheel to be raised, pushing it fully home. Push the top of the jack towards the vehicle as far as it will go to give the desired angle. Ensure that the jack is on firm ground or a suitable block of wood before raising the vehicle.

Apply the wheelbrace to the hexagon head on the jack and raise the wheel clear of the ground by turning the brace clock-wise.



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Caution

Under no circumstances should any work be carried out under the vehicle when it is raised on the jack unless a proper chassis stand is used to support the vehicle.

WHEEL CHANGING

To remove a wheel

Fully apply the handbrake.

Using the wheelbrace, just slacken the wheel bolts. Insert the arm of the jack into the square jacking point nearest the wheel to be removed. Ensure the base of the jack is on firm ground or a block of wood. If a rear wheel is to be removed, chock the front wheels.

Raise the vehicle with the jack. Remove the wheel bolts and wheel.

Front wheel — to refit

When refitting a front wheel, turn the front hub so that the locating peg on the hub is at the top. Offer up the wheel and locate the peg through one of the four smaller holes in the wheel. Push the wheel squarely on to the hub and holding it at its base, insert the bolts and tighten. When the jack has been removed retighten the bolts securely.

Rear wheel — to refit

Locating pegs are not fitted to the rear wheel hubs. The wheel fits over the hub and can be rotated until the apertures line up with the bolt holes in the brake drum. Insert the bolts and tighten. When the jack has been removed retighten the bolts securely.

Check the tyre pressure on the wheel you have fitted.

TYRES

Inflation pressures

The recommended tyre pressures are given in the Specification Section.

Maintain the correct pressures by checking at least weekly and adjust pressures if necessary. Check with a reliable gauge.

Check when the tyres are cold, before the vehicle is used.

Caps should be fitted to the valves and screwed down firmly by hand, as they are a second air seal and will also prevent the entry of dust.

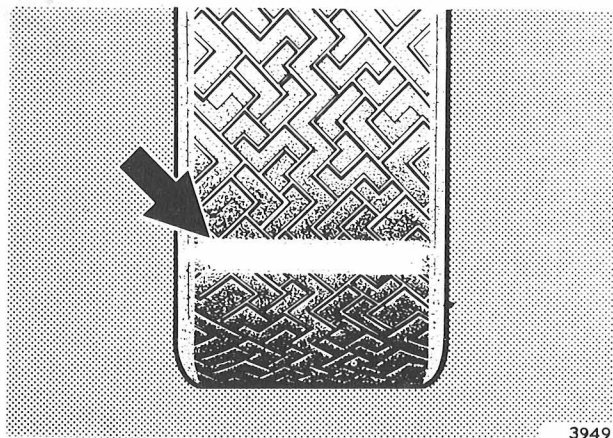
Wheel balancing

The correct balance of wheels and tyres is of importance in obtaining the best steering and ride qualities, particularly at high speed. Tyre wear may affect balance and it is advisable to have the wheels and tyres rebalanced periodically, or after interchanging. Authorised Dealers will carry this out quickly and accurately.

Tyre wear indicator

Tyres fitted as original equipment incorporate a tyre wear indicator. This indicator consists of markers moulded in the rubber deep inside the tyre tread. When a marker is visible the tyre must be replaced.

Important. In the United Kingdom a minimum tyre tread depth of 1 mm. is required by law.



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Tyre wear

If the front tyres are found to wear at an excessive rate, or if they squeal unduly when cornering, it is advisable to have the steering geometry checked. Special equipment is available to authorised Dealers, which enables them to carry out this work quickly and accurately.

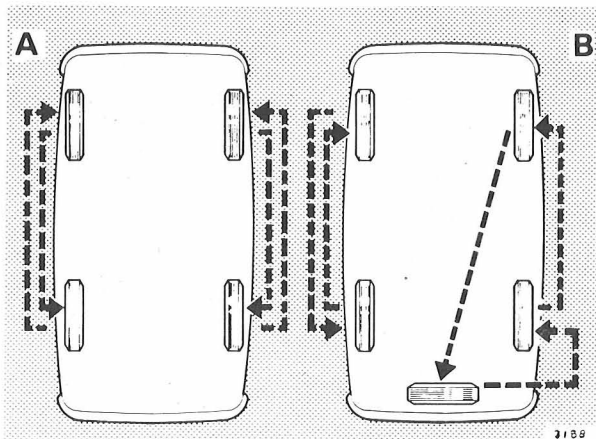
Providing tyre pressures are maintained and steering geometry correctly aligned, it is not normally necessary that wheels and tyres are changed round at the routine recommended service, but it is important that a very careful examination is made at routine service for signs of uneven tyre wear. If apparent, the wheels and tyres can be interchanged to obtain the highest mileage. Always check pressures and rebalance after interchanging the wheels and tyres.

Avoid bumping which is liable to fracture the tyre casing resulting in early failure.

Tyre rotation

It should be noted that with radial ply tyres, the direction of rotation must be kept constant by changing the wheels between front and rear, not side to side.

Always check pressures and rebalance after interchanging wheels and tyres.



Replacement tyres

Always fit radial ply tyres as replacements, preferably of the same make and type as those originally fitted. Do not mix makes or types of tyres on one axle. It is recommended that steel braced and fabric braced tyres should not be mixed.

Note. In the United Kingdom, regulations govern the mixing of tyre types.

When new tyres are fitted renew the valve assemblies at the same time. Due to the design of the wheel rim, tyres must always be removed and refitted from the non-valve (inner) side of the wheel.

Running-in new tyres

It is always advisable to "run-in" new tyres; this is of course, taken care of when the vehicle is new by the mechanical "running-in" recommendations given elsewhere in this instruction book, but when tyres are eventually renewed, they should be "run-in" at a moderate road speed for a distance of at least 100 miles (160 km) before driving at high speeds.

Winter tyres

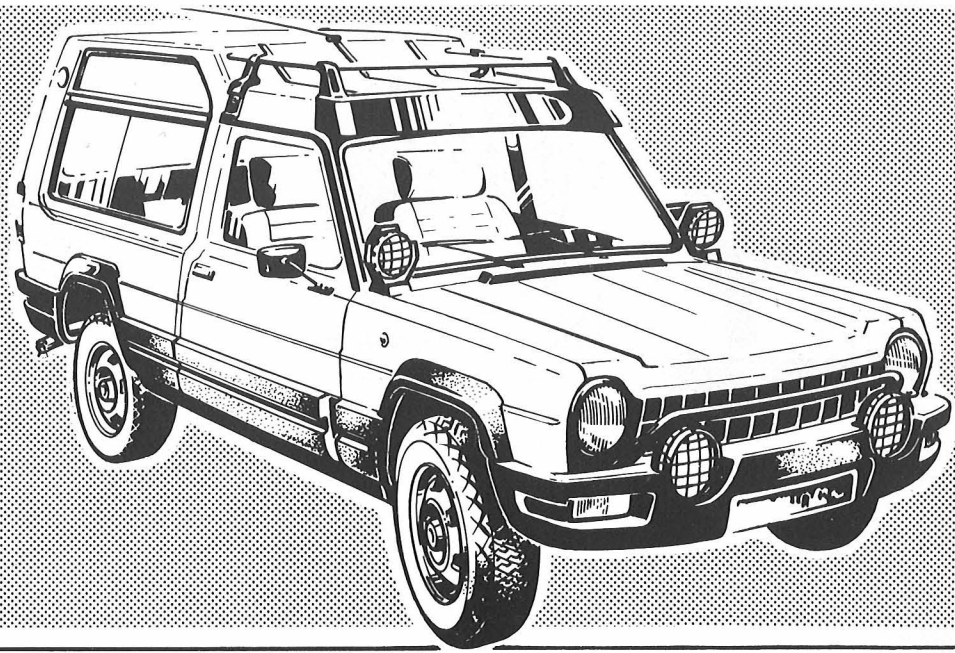
Specially designed tyres for winter motoring, such as in snow, mud or soft ground, must be limited to 95 m.p.h. (150 km/h) because of their tread thickness.

Where you anticipate travelling consistently within 10 m.p.h. (16 km/h) of this maximum, tyre pressures must be increased by 6 lbf/in² (0,4 bar).

Use of snow chains

If snow chains are required, the continuous type should be used. Obtain the advice of an authorised Dealer if you are in doubt.

Bulb Changing and Fuses

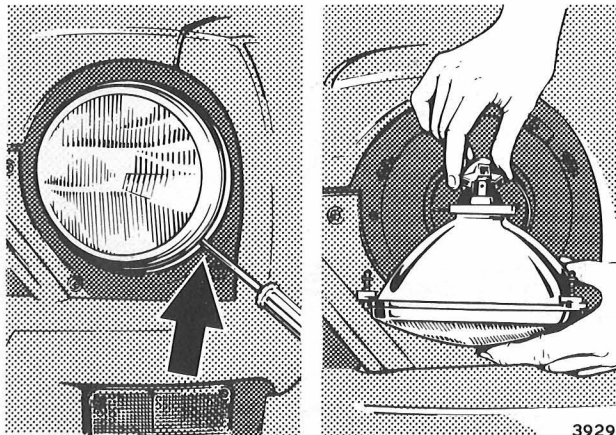


BULB CHANGING

Headlamps

To remove the outer rim

Insert the end of a screw-driver at the base of the headlamp outer rim, lever outwards and lift it from the spigot which locates it in position at the top of the rim.



To remove the light unit

DUCELLIER Headlamp (1)

Turn the light unit anti-clockwise and pull the unit forward.

CIBIE Headlamp (2)

Move the upper tang, lower the light unit and disengage it from the spring.

Caution. Never alter the position of the spring.

MARCHAL Headlamp (3)

Pull the light unit forward.

To refit the light unit

DUCELLIER Headlamp

Place the ends of the adjusting screws in their housings and turn the light unit clockwise.

CIBIE Headlamp

Engage the light unit under the spring and then lock it by pressing near the tang.

MARCHAL Headlamp

Insert the ends of the adjusting screws in their housings and push firmly.

To refit the outer rim

Engage the top of the rim over the spigot and push or tap the bottom into position.

To remove and refit a bulb

(except Halogen)

Pull the connector from the bulb. Swivel the bulb holder retaining springs and withdraw the bulb holder from the light unit. The bulb does not separate from the holder.

Fit the new bulb holder, taking care to line up the spigot with the corresponding slot of the light unit. Refit the retaining springs and the connector.

Halogen bulb

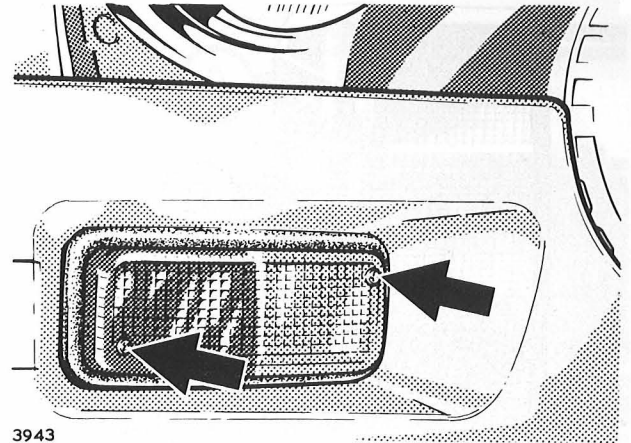
Pull the connector from the bulb. Rotate the metal ring to bring the two tangs above the notches. Lift out the bulb.

Caution. The glass envelope of a halogen bulb must never be touched. The skin oils and moisture would be baked on to the glass, reducing bulb efficiency and life. Always use a soft cloth to hold it.

Refit the new bulb, lock it in place by rotating the ring and refit the connector.

Side and front direction indicator lamp

Remove the two crosshead screws from the lens, then the lens. Replace the defective bulb. When refitting, ensure the seal is in place and tighten the screws moderately. Do not overtighten the screws.

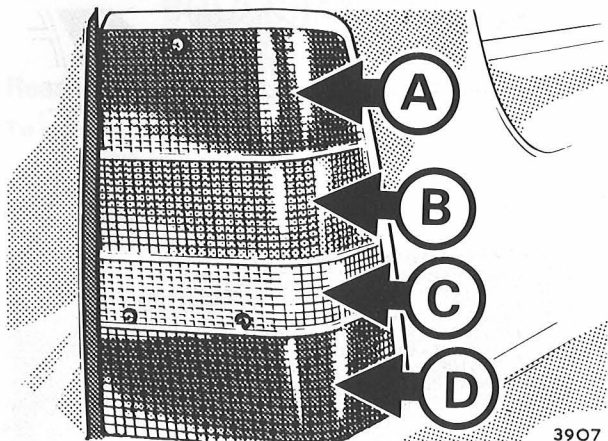


3943

Direction repeater lamp

Prise out the repeater lamp and pull back the cap.

Remove the bulb holder and bulb. Replace the bulb. When refitting, ensure that the earth wire is securely clipped to the rubber.



3907

Rear lamps

Remove the four crosshead screws, then the lens.

This will expose:

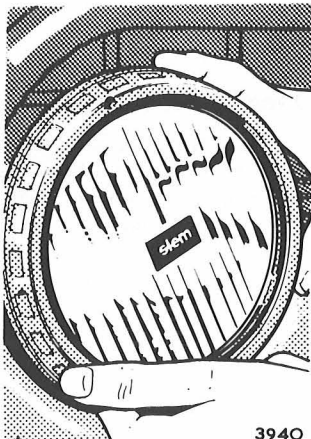
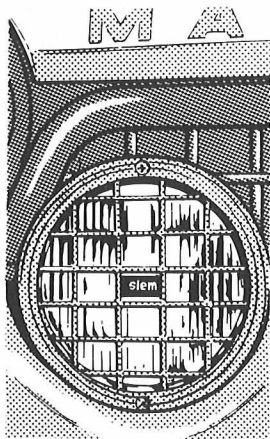
A Stop tail bulb.

B Direction indicator bulb.

C Reverse lamp bulb.

D Rear fog lamp (right hand side only).

When refitting, ensure the seal is in place, do not overtighten the screws.



3940

Number plate lamps

Two units, one either side of the number plate. To replace a bulb, remove the two crosshead screws and the cover plate. Do not overtighten when refitting.

Auxiliary lamps

To remove the grille

Remove the two securing screws (crossheaded) situated at the top and bottom of the lamp, and disengage the tongues, one either side of the lamp.

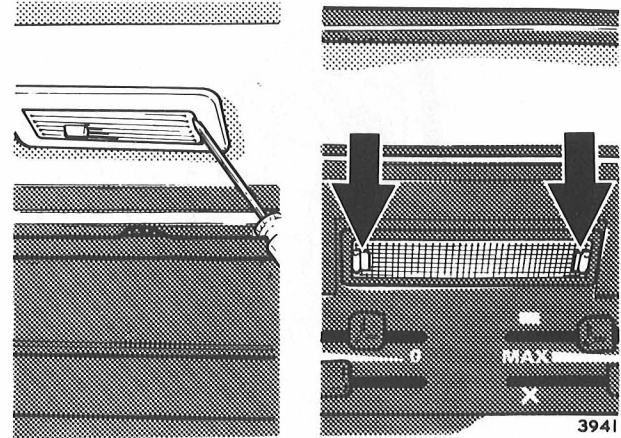
To remove the light unit

Turn the rim of the lamp approximately $\frac{1}{8}$ of a turn in an anti-clockwise direction and pull the rim forward.

To remove the bulb

Disconnect the bulb holder. Pull on the ears of the insulating block to remove it. Unhook the retaining spring.

Caution. On re-assembly, do not touch the bulb with bare hands, use a soft cloth. Re-assemble in reverse order, do not overtighten the grill securing screws.



Interior lamps

Front roof lamp: Pull down the upper part of the lens and remove.

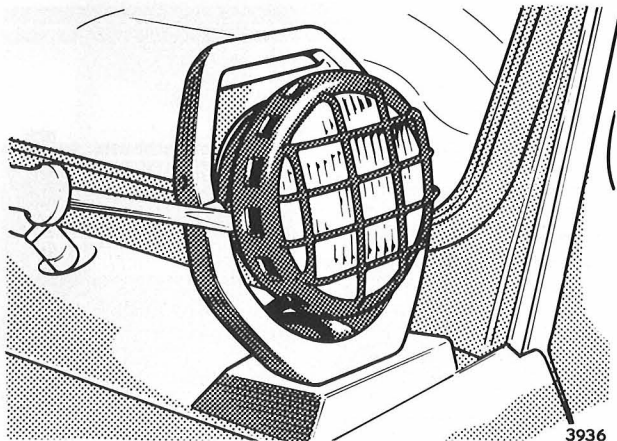
Rear roof lamps: Insert a screw-driver blade in the slot and lever outwards.

To renew a bulb

Disengage the three locating tongues. When refitting, ensure the wire is correctly located within the lamp.

Heater control illumination

Remove the lens by pressing the ends together in a pinching movement and withdrawing it.



3936

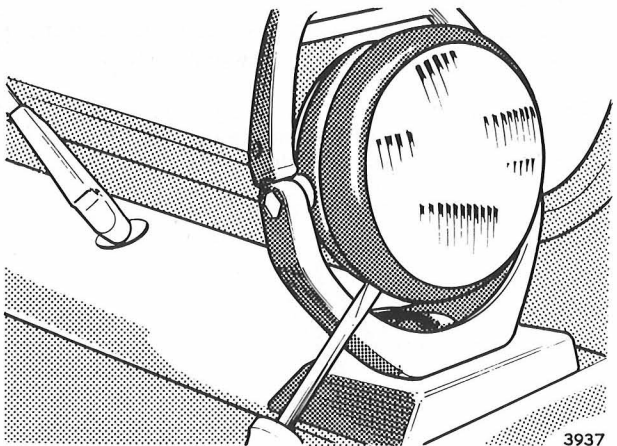
Swivelling lamps

To remove the grille

Insert a screw-driver blade between the grill and the lamp pivot. Lever outwards and pull the grill away with the free hand.

To remove the light unit

Insert a screw-driver blade in one of the two slots provided in the base of the lamp and lever outwards. Disengage the upper locating peg.



3937

To renew the bulb

Remove the electrical connector. Unhook the two springs.

Caution. Do not handle the bulb, use a soft dry cloth.

Refitting

Refit the connector and the lamp unit. Refit the grille by aligning the tongues with the slots by the lamp pivots.

HEADLAMP ALIGNMENT

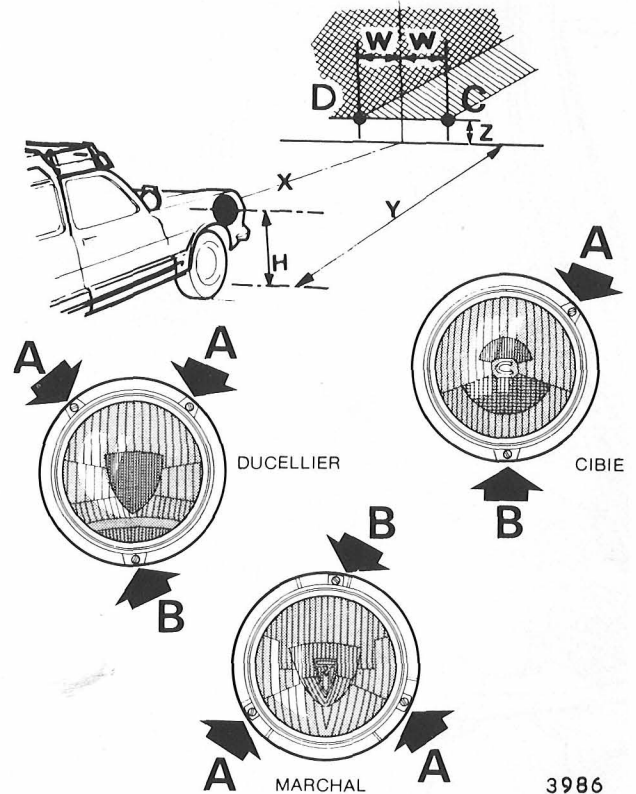
Headlamp alignment may become incorrect due to slight suspension settling with use and to the variation of loads that may be carried, or the towing of a caravan or trailer.

Check alignment at annual intervals preferably in the Autumn and whenever the headlamps are removed.

Specialised equipment is necessary for absolute accuracy and the owner is advised to consult an authorised Dealer if headlamp alignment becomes necessary.

However, providing that a sufficiently level area is available, satisfactory headlight alignment can be achieved by placing the vehicle perpendicularly to a wall on which two vertical and one horizontal lines are traced as illustrated.

The adjustment must be done with the vehicle loaded (**4 passengers and 110 lb (50 kg) of luggage**) and the tyres inflated to the recommended pressure.



Measurement

$W = 597 \text{ mm. (23.5 in.)}$

$Y = 10 \text{ m. (33 feet)}$

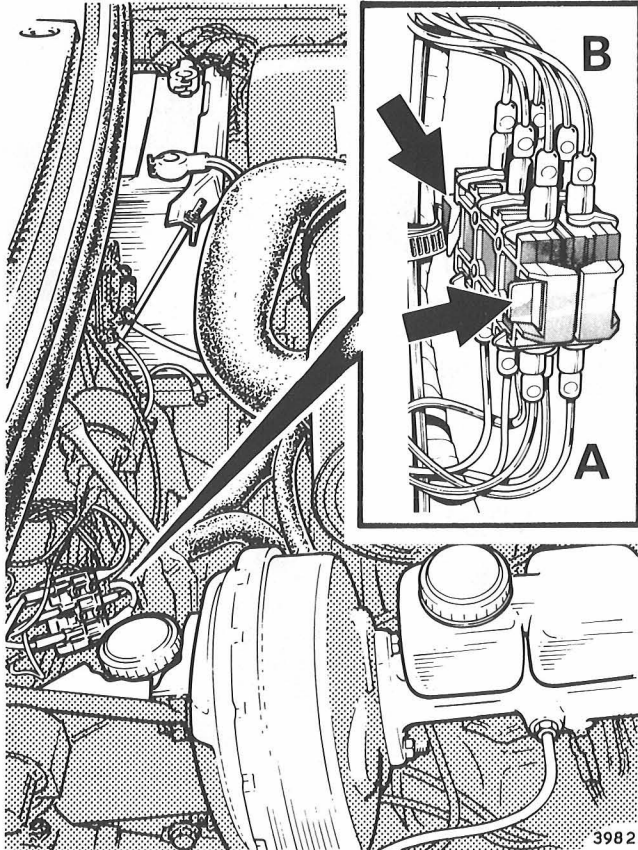
$Z = H \text{ minus } 100 \text{ mm. (4 in.)}$

$H = \text{distance between the headlight centre and ground.}$

$X = \text{centre line of vehicle.}$

With the lamps on **dipped beam**, mask one headlamp whilst adjusting the other.

Note: This illustration applies to L.H.D. vehicles, for R.H.D. vehicles reverse the pattern.



Fuses

3982

Lateral adjustment

Use the screw (A) to position the angular beam cut-off at the vertical lines (C) or (D).

Vertical adjustment

Use the screw (B) to align the horizontal beam cut-off with the horizontal line C-D.

Remove the mask and check that the horizontal beams are aligned.

FUSES

Fuse unit

Six fuses are carried in the fuse unit which is located in the engine compartment near the Servo unit and between the heater and wiper motor.

Colour code

The first colour is the wire, the second colour is the terminal insulator.

A — Unfused connection

1. Green/green
2. Blue/brown
3. Purple/grey
4. Grey/purple
5. Red/yellow
6. Red/red

B — Fused connection

1. Green/green
2. Blue/brown
3. Purple/grey
4. Grey/purple
5. White/yellow
6. White/red

If a fuse burns out almost immediately after renewal, do not renew or substitute a fuse which carries a heavier current but allow an authorised Dealer to locate and rectify the fault without delay.

FUSE No. 1 fed by the green/green cable protects

- side and rear lamps
- number plate illumination
- instrument illumination
- heater control and switch illumination

FUSE No. 2 fed by the blue/brown cable protects

- rear fog lamps

FUSE No. 3 fed by the purple/grey cable protects

- heater blower motor
- stop lamps
- reverse lamps

FUSE No. 4 fed by the grey/purple cable protects

- wiper motors front and rear
- washer pump front and rear

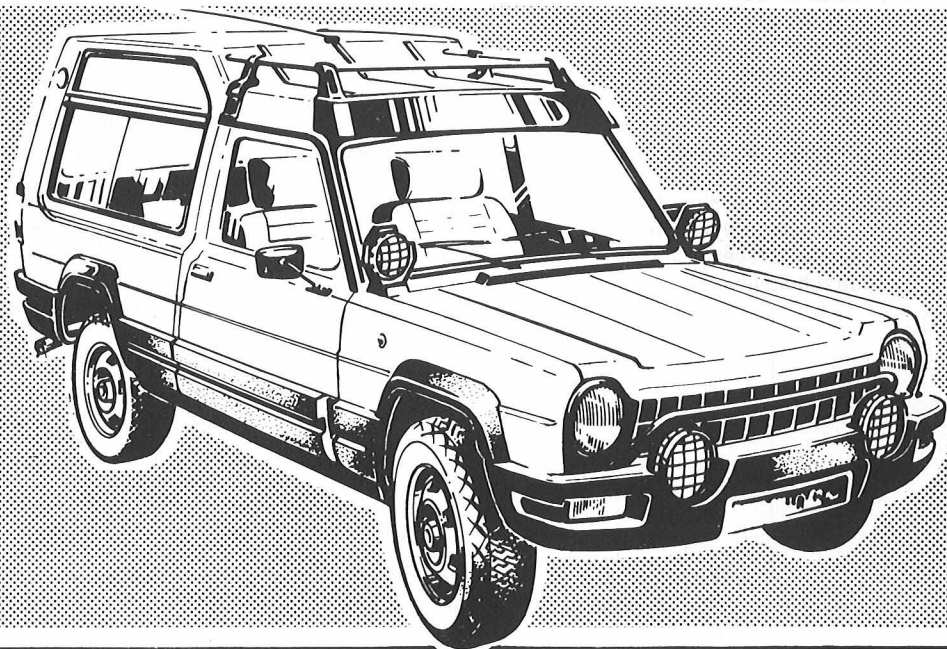
FUSE No. 5 fed by the red/yellow cable protects

- heated rear window
- cigarette lighter

FUSE No. 6 fed by the red/red cable protects

- electric clock
- front and rear interior lights
- direction indicator flasher unit

Routine Maintenance



ROUTINE MAINTENANCE

To achieve, trouble-free running with maximum performance and economy, the maintenance sequence shown below should be followed.

Owner Attention

Every week or 250 miles (whichever occurs first)

- check the following and correct as necessary;
- Engine oil level
- Tyre pressures
- Radiator expansion bottle level

Every month or 1,000 miles (whichever occurs first)

- also check the following and correct as necessary;
- Battery electrolyte level
- Brake fluid level
- Clutch fluid level

Maintenance Services

Every 5,000 miles or 6 months from previous Service (whichever occurs first)

Carry out A, B, C or D Service as detailed in Service Schedule.

Every year in the Autumn

Check anti-freeze strength and correct if necessary.

Every 18 months or 20,000 miles (whichever occurs first)

Renew brake fluid

Every 2 years in the Autumn

Drain, reverse flush and refill cooling system

Every 3 years or 40,000 miles (whichever occurs first)

Renew all brake rubber parts, including hoses, and brake fluid

The intervals in	miles	250	1,000	5,000	10,000	20,000	40,000
kilometres are;	km	350	1,500	7,500	15,000	30,000	60,000

SERVICE SCHEDULE

	'A' SERVICE Every 6 months or 5,000 miles	'B' SERVICE Every 12 months or 10,000 miles	'C' SERVICE Every 18 months or 15,000 miles	'D' SERVICE Every 36 months or 30,000 miles
COOLING SYSTEM				
Check/top up coolant level.....		X		X
ENGINE				
Check/adjust alternator belt tension		X		X
Replace air cleaner element.....			X	X
Clean flame trap.....		X		X
Clean fuel pump filter and sediment chamber.....		X		X
Renew fuel filter (if fitted)			X	X
Check/adjust carburettor settings		X		X
Check/adjust valve clearances		X		X
Distributor —				
Paris-Rhone: Lubricate, clean (or renew) contacts and reset gap.....	X	X	X	X
Ducellier: Lubricate, clean (or renew) contacts and reset dwell angle ..	X	X	X	X
S.E.V.: Renew contacts if necessary, reset dwell angle	X	X	X	X
Check ignition timing, reset if necessary.....	X	X	X	X
Clean or renew spark plugs.....	X	X	X	X
BRAKES				
Check wheel cylinders, pipes and hoses for routing, condition (including corrosion) and leaks		X		X
Check front pad thickness.....	X	X	X	X
Check rear lining thickness		X		X
Check handbrake ratchet for wear and check handbrake travel		X		X
Check handbrake cable for fraying/corrosion		X		X
Check handbrake pivots and pins for wear and security		X		X

	'A' SERVICE Every 6 months or 5,000 miles	'B' SERVICE Every 12 months or 10,000 miles	'C' SERVICE Every 18 months or 15,000 miles	'D' SERVICE Every 36 months or 30,000 miles
CLUTCH & BRAKE HYDRAULIC SYSTEMS				
Check top/up fluid level in brake/clutch cylinder reservoir(s) check vent is clear	X	X	X	X
STEERING/SUSPENSION				
Check condition of front suspension and steering ball joint and rack gaiters		X		X
Check front suspension and steering ball joints for wear		X		X
Examine dampers for leaks and condition of mounting rubbers.....		X		X
Rear hubs - check/adjust end float and examine for leaks			X	
Rear hubs - repack and adjust.....				X
DRIVE SHAFTS				
Check drive shaft gaiters for damage/deterioration		X		X
WHEELS & TYRES				
Set tyre pressures, check condition and wear		X		X
Check wheel bolts for tightness		X		X
ELECTRICAL				
Check/top up battery electrolyte level.....		X		X
Clean battery terminals and smear with petroleum jelly		X		X
Check operation of lamps, indicators, horn, all wipe/wash equipment; heated backlight, warning lamps and courtesy lights		X		X
Top up wash reservoir.....		X		X
GENERAL - MECHANICAL				
Check water, fuel and clutch systems for leaks.....		X		X
Check condition of water, fuel, vacuum and oil hoses and clips.....		X		X
Examine exhaust system for condition and leaks.....		X		X
Check engine, gearbox and final drive for oil leaks.....		X		X

	'A' SERVICE Every 6 months or 5,000 miles	'B' SERVICE Every 12 months or 10,000 miles	'C' SERVICE Every 18 months or 15,000 miles	'D' Every 36 months or 30,000 miles
BODY				
Clean door drain holes and heater intake drain		X		X
Examine safety belts for condition and correct operation		X		X
LUBRICATION				
Change engine oil	X	X	X	X
Change engine oil filter		X		X
Check/top up gearbox and final drive		X		X
Lubricate accelerator control pivots; hinges and catches on doors, engine and tailgate; clutch and brake pedal pivots		X		X
ROAD TEST				
Includes check for correct operation of brakes and steering, clutch, manual gearbox and additional equipment.....	X	X	X	X

RECOMMENDED LUBRICANTS

COMPONENT	INTERNATIONAL STANDARDS	RECOMMENDED LUBRICANTS
ENGINE	ABOVE 32° C = 20 W/40; 20 W/50 32°C to -7°C = 20 W/40; 20 W/50 10 W/40; 10 W/50 -7°C to -23°C = 10 W/30; 10 W/40/50 Below -23°C = 5 W/20; 5 W/30; 5 W/40	SHELL SUPER MULTIGRADE NEW SHELL SUPER MOTOR OIL SHELL SUPER 200 (Name according to country)
GEARBOX AND FINAL DRIVE	Multipurpose Gear Lubricant SAE 90	SHELL SPIRAX 90 EP
REAR HUBS	GREASE NLGI grade 2 EP	SHELL RETINAX A

Recommended brake and clutch fluid — Mopar brake fluid (to D.O.T.3) or Lockheed 329.S brake fluid.

WARNING: You are strongly advised **not** to have the underbody of your vehicle oil sprayed.

Oil Additives — **Important:** Any addition to the above lubricants which may alter their characteristics sufficiently to affect mechanical efficiency should not be used. Additions must on no account be made to the lubricant specified for the transmission.

BRAKING SYSTEM

The foot brake system is hydraulically operated with disc brakes at the front and drum brakes at the rear. The handbrake operates mechanically on the rear brakes only.

Split circuit brake system

The hydraulic system has two independent circuits, one supplying the front brakes, the other the rear brakes. In the event of a leak in one circuit the other is unaffected. Visual indication of a fluid leak is given by a warning lamp.

If any of the following symptoms arise consult an authorised Dealer without delay.

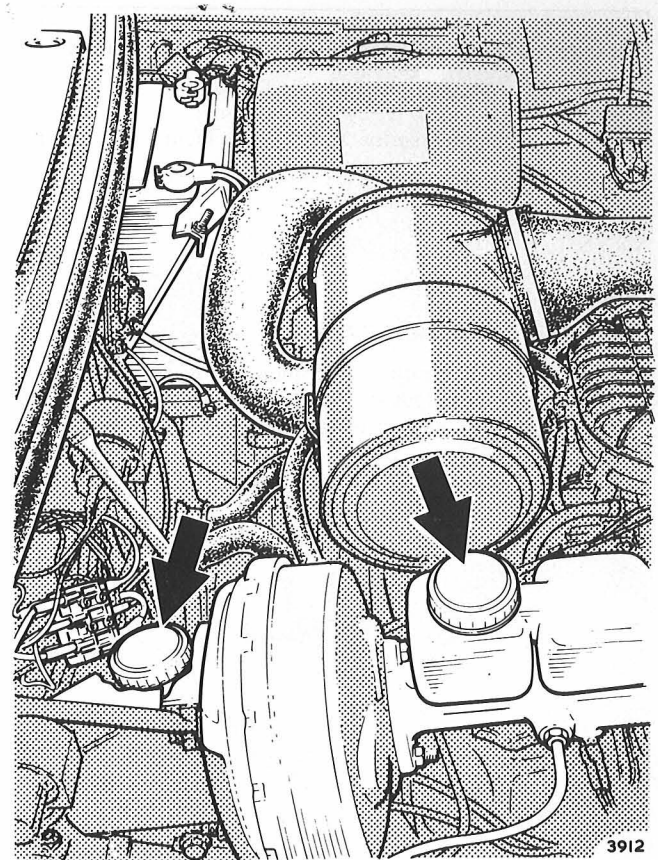
1. Excessive pedal travel.
2. Pedal feels spongy.
3. Brakes feel less effective than usual.
4. Brakes pulling to one side or the other, i.e. unbalanced.
5. Brake fluid leakage warning lamp illuminated.

Master cylinder reservoirs, brake and clutch

These are mounted in the engine compartment. The fluid levels must be maintained between the "maximum" and "minimum" marks, and must never be allowed to fall below the minimum.

Frequent need for topping up indicates a fluid leak which must receive immediate attention.

Under no circumstances should lubricating oil be allowed to enter the hydraulic system, as it is detrimental to the fluid seals.



3912

Recommended brake and clutch master cylinder fluid

Mopar Brake Fluid (to D.O.T.3)

or

Lockheed series 329 S Brake Fluid

Bleeding the hydraulic system

This is not a routine maintenance operation and should only be necessary when air has entered the system. This work should be entrusted to an authorised Dealer.

Hydraulic pipe connections

Check for leaks and damage at any of the pipe lines, unions, flexible hoses, etc.; if tightening of unions is necessary overtightening must be avoided — THIS WORK SHOULD BE ENTRUSTED TO AN AUTHORISED DEALER.

Due to the increasing use of salt to disperse snow and ice on roads during winter months, it is important that brake pipes are checked (without dismantling) for corrosion at the recommended intervals.

It is recommended that:

The brake fluid is renewed every 18 months or 20,000 miles (30,000 km.), whichever occurs first;

All the rubber parts in the brake hydraulic system, including the hoses, are renewed every 3 years or 40,000 miles (60,000 km), whichever occurs first.

Front brakes

No adjustment to compensate for front pad wear is necessary or provided for.

Check brake pads for wear at regular intervals: do not allow the pads to wear down to a thickness of less than 7 mm. ($\frac{9}{32}$ in.) including the backing plate.

Measure the distance between the vertical edge of the spring blade and the pad backing plate 'A'.

Replace the pads if the distance is less than 1,5 mm ($\frac{1}{16}$ in).

Important. All four pads must be replaced at the same time, using only the grade recommended by the manufacturer.

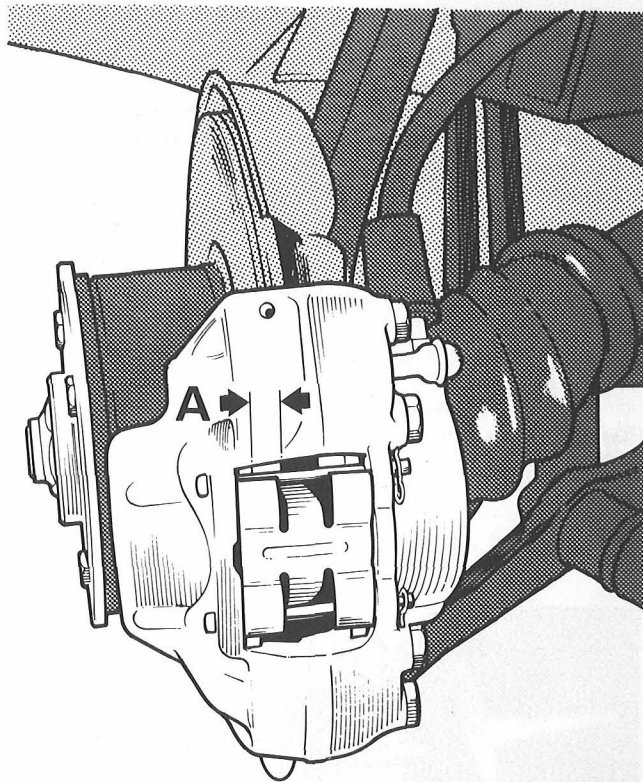
Always examine the rear brake linings for wear when renewing the front brake pads.

Rear brakes

Examine the brake linings for wear at the recommended intervals and when renewing the front brake pads. Do not allow the linings to wear to the heads of the rivets.

Obtain new replacement brake shoes from an authorised Dealer. Always fit brake linings in sets to both sides, never to one side only.

Warning. Brake lining dust contains asbestos particles which are dangerous if inhaled. When cleaning the rear brakes the dust should be removed with a vacuum cleaner. DO NOT blow it off with compressed air.



Handbrake adjustment

The handbrake normal free travel is 5 notches of the ratchet, with the rear brakes correctly adjusted.

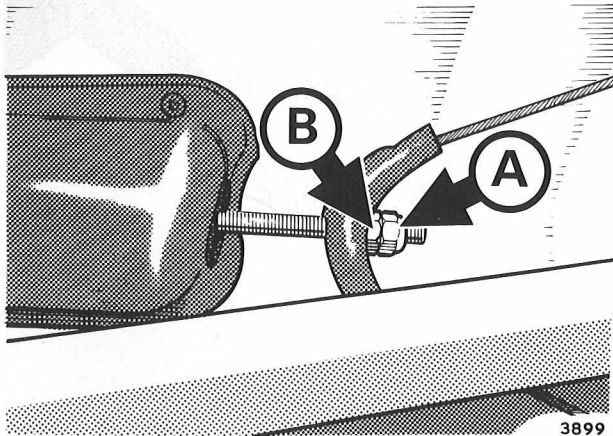
If free travel exceeds this amount, adjust as follows:

- Ensure the handbrake is fully off.
- Pull the lever upwards 5 notches.
- Slacken the locknut (A) and adjust nut (B) until the cable is taut.
- Tighten the locknut securely.

With the handbrake correctly adjusted, the rear wheels are locked when the lever is pulled to the sixth notch.

Floodwater should always be negotiated at slow speed to avoid the possibility of engine damage due to water entering the engine via the carburettor air cleaner intake.

After negotiating a ford or water splash or when driving on flooded roads, it may be necessary to dry out brakes to restore full braking power by means of a few light applications of the brake pedal. It is also advisable to do this after or during prolonged driving in wet weather, under circumstances where the brakes are not in use, such as may occur on motorways.



3899

COOLING SYSTEM

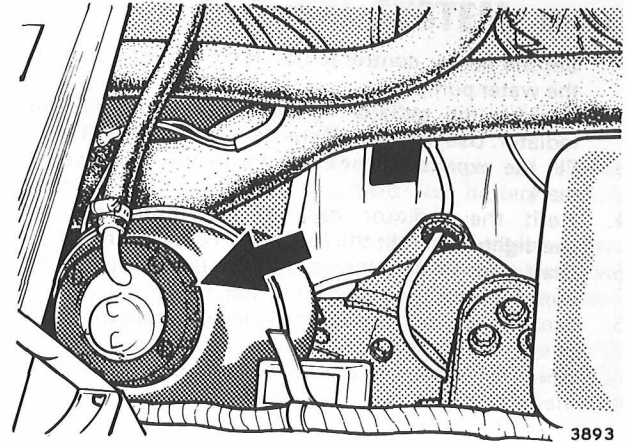
To top up

With the engine cold check the water level in the expansion container. It must be between the "Minimum" and "Maximum" marks.

If topping up is required, re-fill only to the "Maximum" level marked on the container. The difference between the minimum and maximum marks is approximately 0,45 litres ($\frac{3}{4}$ pint).

Note 1. Top up only the expansion container, NOT the radiator.

Note 2. Do not fill the container above the "maximum" mark.



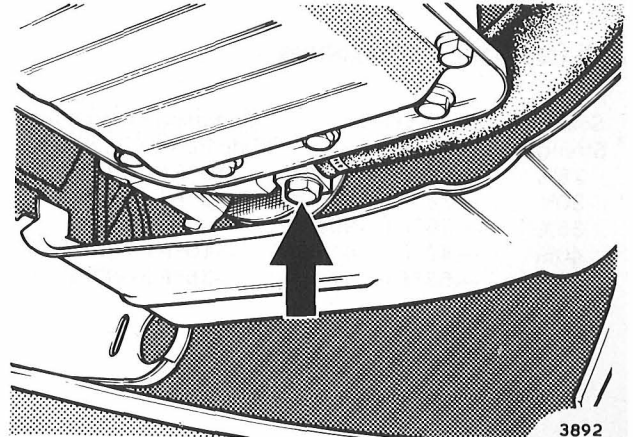
3893

Draining the cooling system

1. Remove the filler caps from the expansion container and radiator.

Caution. If the cooling system is to be drained immediately after a journey, DO NOT remove the filler cap at once, but turn the cap slowly anti-clockwise to allow the pressure within the header tank to vent gradually.

2. Set heater control to HOT.
3. Remove the drain plug from the water pump.



3892

To refill

1. Set the heater control to hot. Refit the drain plug to the water pump.
2. Remove the radiator cap and completely fill the radiator. Use soft (demineralised) water if possible.
3. Fill the expansion container up to the "maximum" mark.
4. Refit the radiator cap, being careful not to overtighten it. Refit the expansion container cap.
5. Start and run the engine until air bubbles cease to appear in the expansion container.
6. Stop the engine and adjust the level in the expansion container if necessary.

Note. The engine must not be allowed to stand with its water system in a part filled condition.

Anti-freeze recommendations

Solution Strength	Static Protection	Operating Protection (Safe Pump Circulation)
25%	-15°F (-26°C)	10°F (-12°C)
30%	-28°F (-33°C)	3°F (-16°C)
35%	-38°F (-39°C)	-4°F (-20°C)
40%	-42°F (-41°C)	-10°F (-23°C)
50%	-53°F (-47°C)	-35°F (-37°C)

Frost precautions

To protect the system under freezing conditions anti-freeze to British Standard specification 3512 must be used, or Mopar Shell Universal Anti-Freeze. Refer to the table for the correct anti-freeze/water strength.

Before using anti-freeze check the cylinder head bolts for tightness, as any anti-freeze seepage into the engine sump may cause serious damage. Check the condition of all hose connections and cooling system joints and tighten if necessary.

The anti-freeze need not be drained out during the summer months but the strength of the anti-freeze must be checked before the following winter and adjusted if necessary.

Every two years the cooling system must be drained, the radiator reverse flushed and the system refilled with fresh anti-freeze or corrosion inhibitor.

Reverse flushing of radiator

Drain the cooling system and disconnect the top and bottom radiator hoses at the engine end. Disconnect and blank off the pipe to the expansion container. Connect a suitable length of pipe to the top hose to carry away the flushing water.

Insert the flushing water feed pipe into the bottom hose and continue flushing until clear water comes out of the radiator top hose. Reconnect the hoses and expansion container.

Cleaning solution

The internal cleaning of radiators should only be carried out by Radiator Specialists. Any proprietary solution is used entirely at the user's risk.

Solutions containing caustic soda must not be used for cleaning the cooling system.

If a cleaning solution has been in the cooling system for the recommended time, it should be drained off and the radiator and engine water jackets washed out with water by reverse flushing.

External cleaning of radiator

In very dusty conditions or where insects are numerous, the radiator must be kept clear by blowing through with compressed air from the engine side.

Hoses

Check coolant and heater hoses regularly for signs of deterioration.

ELECTRICAL SYSTEM

Battery

Maintenance

Battery maintenance consists mainly of regular inspection and topping up. Keep the battery and its surroundings clean and dry.

The battery terminal posts must be protected from corrosion at the recommended intervals. Remove each terminal in turn. Clean the posts and smear the inside of the terminal with petroleum jelly. Refit the terminal.

Examine the earth connections to body and engine to ensure that they are tight, clean and free from rust and corrosion.

To check the electrolyte level

Remove the vent plugs and check the height of the electrolyte above the separator plates. This should be 10 mm. ($\frac{3}{8}$ in.).

If necessary, top up with distilled water, being careful not to overfill the cells. Wipe up any spilled fluid to minimise corrosion.

The following precautions must be observed to avoid damage to the diodes in the alternator control system:

"Home chargers" and low rated (1-5 amp) chargers

The ignition must be switched "OFF" when connecting or disconnecting the charger leads.

High rate and boost chargers

The battery must be disconnected from both cables on the vehicle before connecting a high rate or boost charger.

The engine must not be started whilst these chargers are connected.

The filler plugs of the battery should be removed during charging.

Note. The gas given off by the battery whilst being charged is highly inflammable. Do not allow a naked flame near the battery whilst it is being charged.

Starting with a second "boost" battery

The ignition must be switched "OFF" before connecting the second battery. The second battery must always be connected in parallel with the vehicle battery — POSITIVE TO POSITIVE AND NEGATIVE TO NEGATIVE, using heavy duty cables and clamps. It is normal for a momentary flash to occur when connecting the second battery if the car battery is much discharged.

Disconnect the boost battery as soon as the engine has started.

Alternator

The alternator charges the battery through a voltage regulator which is completely sealed; no maintenance is necessary or possible.

As the alternator bearings are prepacked with grease during assembly, no lubrication of the unit is required.

Alternator belt tension

The belt is correctly tensioned when a total of 12 mm ($\frac{1}{2}$ in) movement can be obtained on the longest run of the belt.

To adjust the tension, slacken the alternator mounting bolts, move the alternator about its mounting bolts until the correct tension is obtained, then re-tighten the bolts. Run the engine for a few minutes, switch off and re-check the tension.

To remove the belt, slacken, both bolts to allow the alternator to pivot inwards until the belt can be slipped over the pulley.

Ensure that a new belt is not twisted when it is fitted.

Note. Excessive tension on the belt will cause wear on the bearings, whilst insufficient tension may cause belt slip and reduce water pump speed, resulting in the engine overheating. It is recommended that belt adjustment or replacement is entrusted to an authorised Dealer.

Electric fan

This fan is driven electrically and is independent of the engine. It operates when the water temperature in the radiator exceeds 95°C (203°F). It is normal for the fan to operate frequently in town driving.

Caution. As the electric fan may operate when the ignition is switched on without the engine running, especially when the engine is warm, do not get your hands or clothing near the fan.

WINDSCREEN WIPERS

Renewal of wiper blades

The wiper blade rubbers should be replaced at least once every year (during the Autumn).

Old and worn wipers are dangerous as they become embedded with minute particles of road grit which scratch the surface of the windscreen. Replacements must be of the correct type as stocked by authorised Dealers.

FUEL SYSTEM

Carburettor

Carburettors are adjusted in manufacture to meet emission levels required by law. External means of adjustment have been modified with the aim of maintaining these emission levels, and you are strongly recommended to entrust any carburettor adjustments to your authorised Dealer.

Fuel pump — to clean

Remove the fuel pump upper chamber retaining screw(s).

Lift off the cover. The fine gauze filter and joint may remain in the cover or stay on top of the fuel pump.

Remove filter and joint ring, and wash in clean fuel, or renew if damaged.

Clean top of fuel pump taking care to prevent dirt entering the interior of the pump through the "D" shaped hole or cover fixing screw; clean top cover.

Place the joint ring in position on fuel pump, and the filter in position on joint ring WITH ITS FOUR CENTRALISING LUGS POINTING UPWARDS.

Refit top cover and cover fixing screw(s) ensuring that the sealing washer is under the cover fixing screw. Secure cover fixing screw firmly but do not overtighten.

Fuel filter

The in-line fuel filter is fitted between the fuel pump and the carburettor. When a replacement filter is necessary, slacken the two clips and remove both fuel pipes from the filter. Fit the new unit ensuring that the arrow on the body of the unit faces upwards, that is, towards the carburettor. Make sure both fuel pipes and clips are connected securely.

ENGINE

Distributor servicing Ducellier and Paris-Rhone distributors

Remove the distributor cap and check that the brush is free in its holder

Apply a thin film of Shell Retinax "A" to the cam.

Lubricate with a few drops of engine oil the contact breaker pivot and the spindle felt pad.

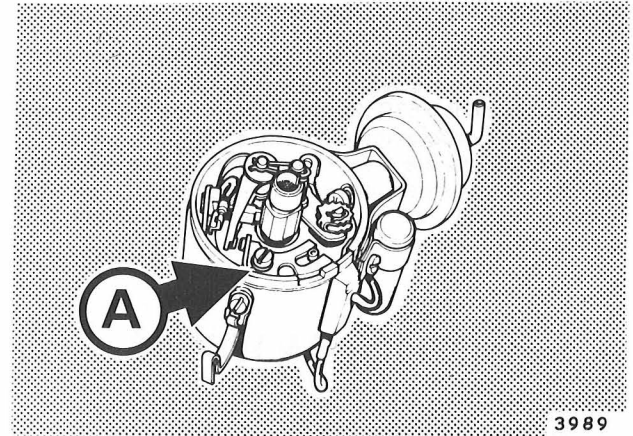
If the contacts are worn they must be replaced.

It is recommended that contact breaker point replacement on the Ducellier distributor is entrusted to an authorised Dealer as it is necessary for the dwell angle to be adjusted when new points are fitted. This can only be carried out using specialised equipment.

Do not attempt to clean the contact breaker points with a contact file or similar abrasive as this will alter the profile of the points and upset the ignition advance characteristics.

As a temporary measure until adjustment can be carried out by an authorised Dealer the contact breaker point gap can be reset as follows:

Slacken the locking screw (A) on the fixed contact and when the arm of the moving contact is on the peak of the cam move the contact point and set the gap to .016 to .019 in. (0,4-0,5 mm.). Securely tighten the locking screw (A), and recheck the gap.



3989

Distributor servicing SEV Marchal distributor

Remove the distributor cap and check that the brush is free in its holder.

Lubrication is not required on the SEV Marchal distributor, as this is carried out automatically when a new set of contact breaker points is fitted.

The contact breaker points are housed in a plastic "cassette" surrounding the rotor. If worn or burnt the contact breaker points must be replaced. It is recommended that this replacement is entrusted to an authorised Dealer as it is necessary to check the dwell angle when new points are fitted. This can only be carried out using specialised equipment.

Sparking plugs — to clean and check gap

The efficiency of the engine will fall off if the sparking plugs are neglected, and therefore it is essential that they should receive regular attention. Your authorised Dealer is equipped with a special machine for cleaning and testing plugs.

The gap between the central and side electrodes should be checked and set to the correct clearance. When setting the gap, it is important to note that the outside electrode only should be bent, as if the central electrode is bent the insulation will crack.

To avoid damaging the threaded part of the spark plug recess in the cylinder head the spark plugs should be screwed as far down as possible by hand before final tightening with a plug spanner.

Warning. Detach the plug leads by means of the rubber covers and NOT by pulling on the cables, otherwise the carbon thread in the centre of each cable may be damaged.

IGNITION SUPPRESSION REGULATIONS

The ignition coil, high tension leads, distributor and sparking plugs fitted to your vehicle conform to the ignition suppression regulations. When replacements are necessary they must have identical performance characteristics to the original equipment.

Valve rocker adjustment

It is strongly recommended that valve rocker adjustment should be entrusted to your authorised Dealer. A special tool (31174) is necessary to perform this operation successfully.

For valve clearance see "Specification" section.

Remove the hoses and air cleaner adaptor on the carburettor.

Using a 11 mm. spanner remove the six self locking nuts which secure the rocker cover and remove it.

Apply the handbrake, jack up one front wheel and support the vehicle on a chassis stand. Place the gear lever in second gear and turn the engine by revolving the road wheel forward until the exhaust valve of No. 4 cylinder is fully open. Starting from this point, and using special tool No. 31174, adjust the clearances at all eight rockers in the following sequence;

No. 1 exhaust with No. 4 exhaust fully open.

No. 2 inlet with No. 3 inlet fully open.

No. 3 exhaust with No. 2 exhaust fully open.

No. 1 inlet with No. 4 inlet fully open.

No. 4 exhaust with No. 1 exhaust fully open.

No. 3 inlet with No. 2 inlet fully open.

No. 2 exhaust with No. 3 exhaust fully open.

No. 4 inlet with No. 1 inlet fully open.

Note. No. 1 cylinder is at the flywheel end of the engine.

Re-check each valve in turn after tightening the adjusting screw lock nut.

Refit the rocker cover, ensuring that its gasket is correctly positioned and not damaged.

Refit air cleaner adaptor and air intake hose securely.

ENGINE LUBRICATION

Sump — to check level

Check the oil level, and top up if and as necessary through the oil filler.

The oil level must always be kept between the "minimum" and "maximum" marks on the dipstick. Ensure that the vehicle is on level ground and that the engine has been stopped for some minutes, to allow the oil to drain back to the sump.

Sump — to drain and refill

Draining of the sump should be carried out when the vehicle has just completed a run and the oil is warm. Allow to drain thoroughly. Refill with the specified lubricant.

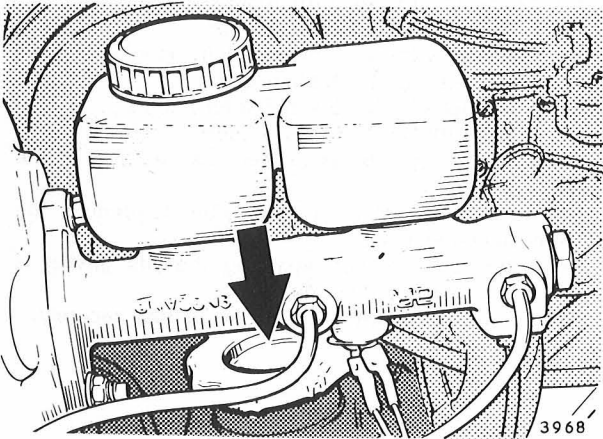
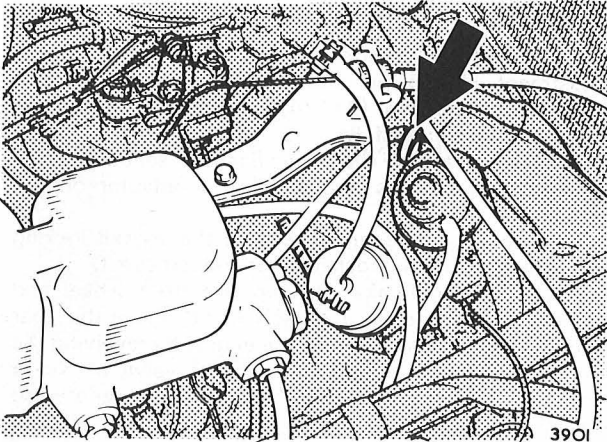
The drain plug is at point (A) on the sump; ensure that no grit or dirt enters the sump while the plug is removed or when it is being refitted. Do not damage the threads by overtightening the plug.

Refilling

Refill the engine with fresh oil — 3 litres (5¼ pints.) through the filler on the rocker cover.

Use recommended oil only

After refilling, check oil level on the dipstick and top-up as necessary. Never exceed the maximum mark on the dipstick.



Engine oil changing

Normally it is recommended that the engine oil is changed every 5,000 miles (8,000 km.) or every six months. However, there are certain cases where this should be done more frequently.

1. Habitual stop/start driving.
2. Operating during cold weather, especially when appreciable engine idling is involved.
3. When consistently driving under dusty conditions.

Oil filter

A full flow throw-away type oil filter is fitted, and must be renewed at the specified mileage.

To remove

Unscrew the filter by hand or with the use of a tool such as a strap wrench.

Caution. Avoid projections on the engine components and drips of hot oil on the hands.

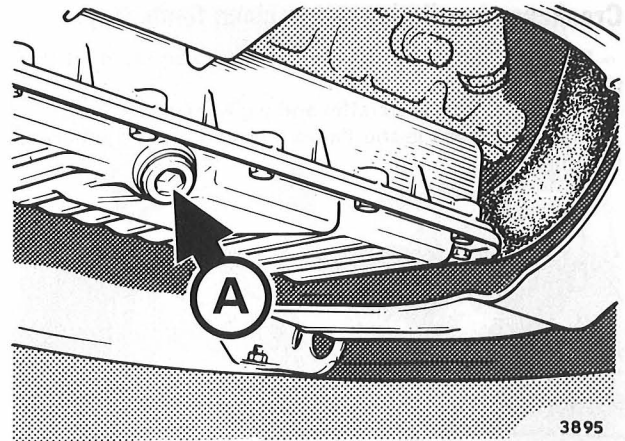
To refit

Refer to the instructions on the new filter. Smear the rubber seal on the base of the filter with clean engine oil. Screw the filter on to the engine adaptor until the seal makes contact. Tighten the filter a further two-thirds of a turn **BY HAND ONLY**.

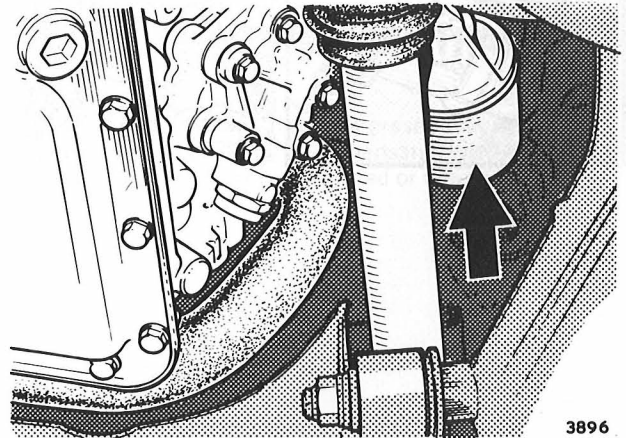
Checking

Check for oil leaks at the filter base with the engine running.

Check the oil level with the dipstick and top-up if necessary. A new filter will absorb about 0,3 litres ($\frac{5}{8}$ pint).



3895



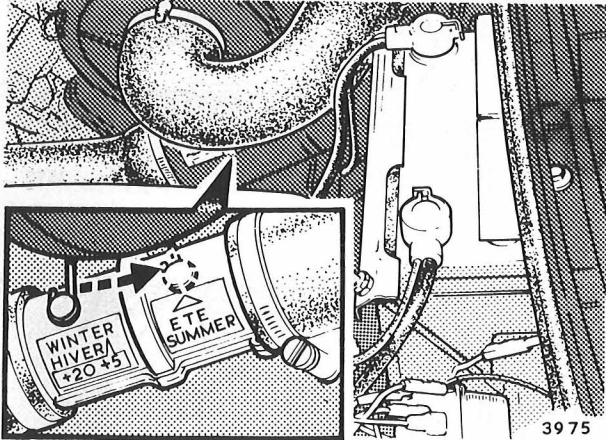
3896

Crankcase ventilation — to clean flame trap

Separate the halves of the flame trap and remove the filter discs.

Clean the discs in paraffin and wipe them dry.

Place the discs in the flame trap and press the halves together.



AIR CLEANER

The filter element must be renewed at the recommended mileages and at more frequent intervals when the atmosphere is dusty, smoke or fog laden.

Element — to renew

Disconnect the inlet hose on the air filter.

Release the spring clips, withdraw the end cover and filter element.

Wipe out the air cleaner carrier.

Use the approved type element only.

When refitting, ensure that the cover is properly positioned, with the arrows aligned. Refit the hose.

Air cleaner — Summer/Winter position

Below an ambient temperature of 5°C (41°F) close the air filter direct intake by placing lever in "winter" (HIVER) position.

When the temperature is between 5°C (41°F) and 20°C (70°F) place the lever in the middle position.

When the temperature is above 20°C (70°F) fully open the intake by placing the lever in the "summer" (ETE) position.

GEARBOX AND FINAL DRIVE LEVELS

Lubrication

The gearbox and final drive have separate oil level and drain plugs, but are interconnected so that oil may migrate from one unit to the other.

For this reason the checking, draining and refilling of the oil must be done simultaneously in both units.

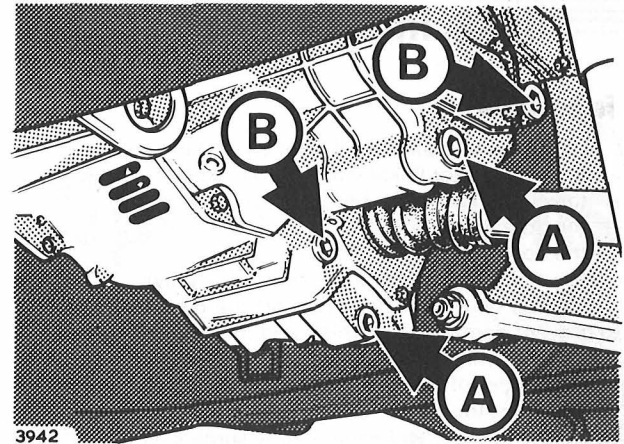
To check oil levels

Clean the areas around the level plugs (B). Remove the level plugs from both the gearbox and the final drive. Allow any excess oil to drain out.

Top up each level as necessary until the oil is just about to overflow from each level aperture. Refit the level plugs.

A — Drain plugs

B — Level plugs



CLUTCH PEDAL FREE TRAVEL

The clutch pedal free travel is preset, and wear of the clutch disc is automatically compensated within the slave cylinder. Adjustment is not provided or required.

LOCKS, HINGES AND PIVOTS

To lubricate

- Lubricate with engine oil from an oil can:
- the accelerator linkage and choke cable
 - the clutch and brake pedal pivots
 - the door, bonnet and tailgate hinges
 - the door check arms
 - the air horn compressor (a few drops only).

Surplus oil should be wiped off the door mechanisms to prevent damage to clothing and the collection of dust.

All lock cylinder barrels can be lubricated by applying a small amount of light oil to the key, which should then be inserted in the lock. Operate the lock a few times, withdraw the key, and wipe off any surplus oil.

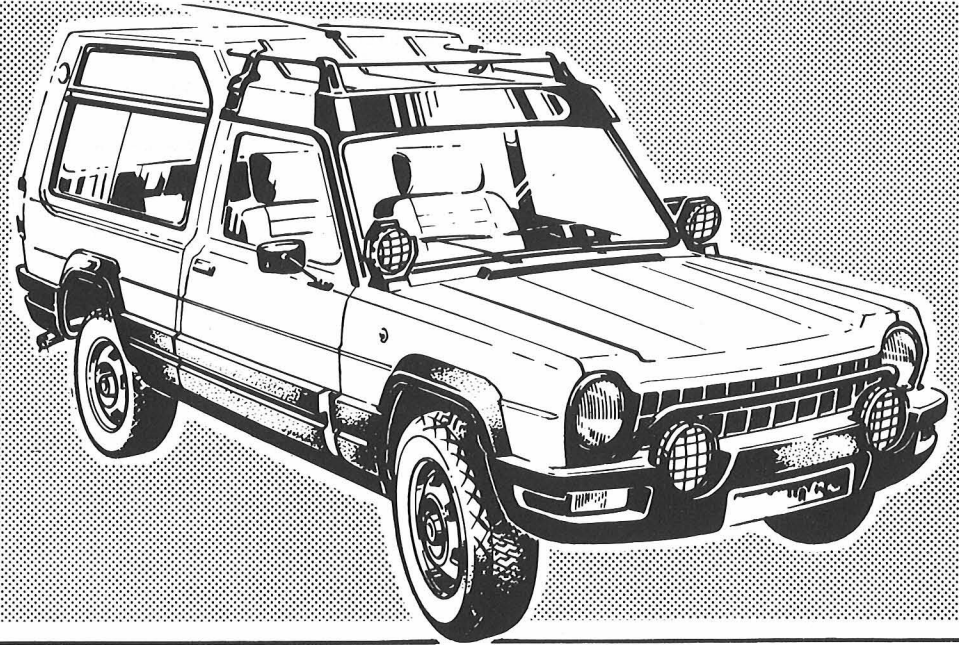
REAR HUBS

To lubricate

At the recommended intervals the hubs should be removed, cleaned out and repacked with the correct lubricant.

Important. When re-assembling, it is essential that the taper roller bearings are adjusted correctly.

Specifications



CAPACITIES

Engine sump	3 litres (5.25 pints)
Engine oil filter	0,30 litre (0.50 pint)
Gearbox	0,60 litre (1.00 pint)
Final drive	0,50 litre (0.90 pint)
Cooling system (including heater)	6 litres (10.5 pints)
Fuel tank	60 litres (13 galls.)
Windscreen washer/wash wipe reservoir	5 litres (8.8 pints)

ENGINE

Engine — 1442 cm ³	(8 CV)
Bore	76,7 mm (3.02 in)
Stroke	78 mm (3.07 in)
Compression ratio	9.5:1 ± 0.2:1
Maximum power	80 CV DIN at 5,600 rpm (80 DIN (BHP) at 5,600 rpm)
Maximum torque	12,06 m da N at 3,000 rpm (88.5 DIN (BHP) at 3,000 rpm)
Engine rpm maximum in 4th	6,600 rpm
Firing order	1. 3. 4. 2. (No. 1 at flywheel end)
Oil pressure	4 to 6 bar at 3,000 rpm (between 40° and 120°C)
Valve clearance — hot	inlet 0,30 mm (0.012 in) exhaust 0,35 mm (0.014 in)
— cold	inlet 0,25 mm (0.010 in) exhaust 0,30 mm (0.012 in)

IGNITION SYSTEM

Type	12 Volt coil and distributor
Firing order	1. 3. 4. 2.
Ignition timing	12° B.T.D.C.
Contact breaker gap	0,40 mm (0.016 in)
Spark plug gap	0,60 mm (0.025 in)
Spark plug type	Champion N9Y or Marchal GT34-5HA

FUEL SYSTEM

Carburettor type	Weber 36 DCNV A
Idling speed	950 ± 50 rpm
Fuel Octane requirement	98 minimum (British rating — 4 star)

TRANSMISSION

Type	Four forward speeds and reverse, synchromesh on all forward gears
Gear ratios	
First	3.900:1
Second	2.312:1
Third	1.524:1
Top	1.080:1
Reverse	3.769:1
Final drive	3.706:1

BRAKES

Disc/drum brake system	
Front	Discs with fixed calipers and opposed pistons Diameter of disc 238,5 mm (9½ in)
Rear	Drum with automatic adjusters Diameter of drums 228,6 mm (9 in)
Type	Hydraulic, split circuit, with vacuum servo (Mastervac) and pressure reducing valve in the rear circuit
Handbrake	Cables operating the rear brakes

FRONT SUSPENSION AND STEERING

Suspension type	Independent, longitudinal torsion bars, triangular linkage with anti-roll bar
Steering	Rack and pinion
Wheel alignment	0-4 mm (0-⅛ in) toe-out
Turning circle between kerbs	10 557 mm (34 ft 8 in)
Turning circle between walls .	11 100 mm (36 ft)

REAR SUSPENSION

Suspension type	Independent, transverse torsion bars, trailing arms with anti-roll bar
Wheel alignment (non-adjustable)	0-2 mm (0-5/64 in) toe-in per wheel

WHEELS AND TYRES

Wheels 5.5J x 14
 Tyres — Pirelli CN36 185/70 HR x 14

Tyre pressures (cold)

Up to and including
 four occupants without
 luggage

lbf/in²
 (bar)

	Front	Rear
	26	32
	1,8	2,2

Four occupants with
 luggage and/or sustained
 high speed driving

lbf/in²
 (bar)

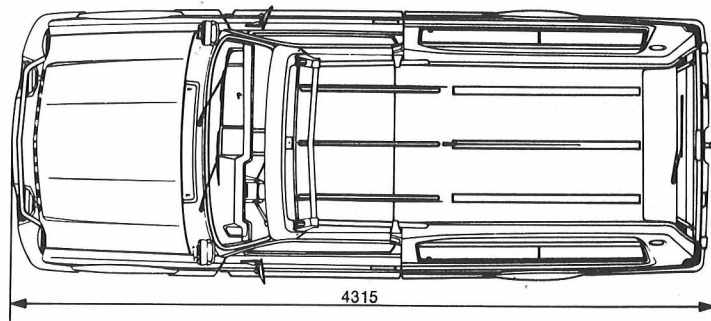
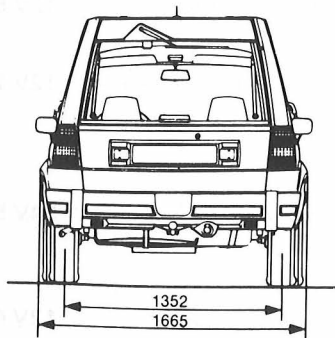
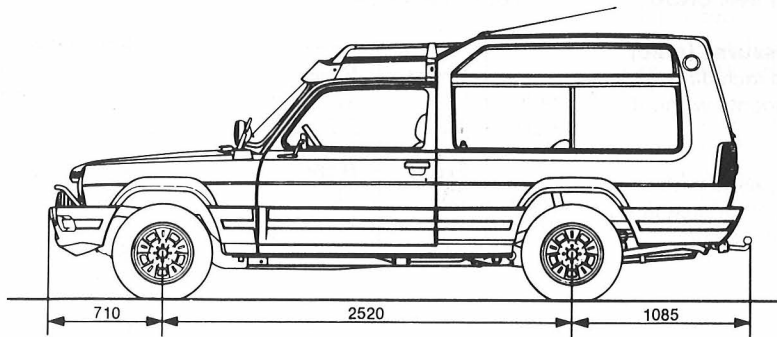
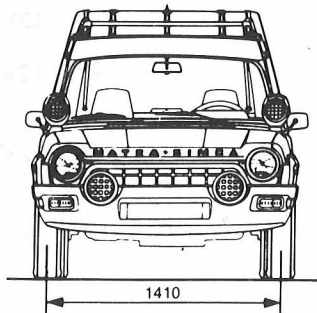
	Front	Rear
	28	40
	1,9	2,7

BULBS AND LAMP UNITS

Function	Position	Type	Rating
Stop lamps	Rear lamps	Double filament	12V 5/21W
Reverse lamps			12V 21W
Rear flasher			12V 21W
Fog lamp			12V 21W

Number plate lamp	On tailgate		12V 5W
Front flasher	On front bumper		12V 21W
Side lamp			12V 21W
Driving lamps	In front of Grille	Halogen H3	12V 55W
Headlamps	Front of wings	Halogen H4	12V 60/55
Swivelling lamps	On air intake panel	Halogen H1	12V 55W
Front roof lamp	Between the sun visors	Festoon	12V 4W
Rear roof lamps	In rear compartment	Festoon	12V 5W
Panel illumination and warning lights	In instrument panel	Wedge base	12V 2W

Switch and Heater control illumination	Over heater controls	Festoon	24V 5W
Repeater flashers	On front wings	Short festoon	12V 4W



3944

DIMENSIONS

Overall length	4315 mm (14 ft 2 in)
Overall width	1665 mm (5 ft 5½ in)
Overall height (at kerb weight)	1735 mm (5 ft 8 in)
Height with tailgate open . .	2000 mm (6 ft 7 in)
Wheelbase	2520 mm (8 ft 3½ in)
Front track	1410 mm (4 ft 7½ in)
Rear track	1352 mm (4 ft 5 in)

Ground clearance (at kerb weight)	Front	Rear
	217 mm (8.54 in)	260 mm (10.24 in)

Loaded	Front	Rear
	167 mm (6.57 in)	170 mm (6.69 in)

Interior floor length rear with rear seat folded	2110 mm (6 ft 11 in)
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BATTERY

12 volt Negative earth Capacity (at 20 ampere hour rate)	40 Amp. hr.
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RECOMMENDED MAXIMUM WEIGHTS AND LOADS

Load capacity	500 kg (1102 lb)
Weight empty (5 seats)	1129 kg (2489 lb)
Maximum permitted weight . .	1648 kg (3633 lb)
Maximum load (Front axle) . .	678 kg (1495 lb)
Maximum load (Rear axle) . . .	980 kg (2160 lb)
Maximum roof rack load	30 kg (66 lb)
Maximum load on open tailgate.	150 kg (330 lb)

N.B. Vehicle must not be driven with the tailgate down, as it obscures the rear number plate.

TRAILER/CARAVAN TOWING

Towing loads

Maximum permissible load (including trailer)	2498 kg (5507 lb)
Maximum trailer weight (braked)	850 kg (1874 lb)
Maximum trailer weight (un-braked)	570 kg (1257 lb)
Maximum downward load on ball hitch	50 kg (110 lb)

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