AUSTIN ROVER Service

BULLETIN

MONTEGO TECHNICAL

		Initials	Date
	PRINCIPAL		
X	SERVICE MANAGER		
	SALES MANAGER		
X	PARTS MANAGER		
X	WARRANTY ADMIN'R		
X	SERVICE RECEPTION		
X	WORKSHOP		

X indicates the persons to whom this information should be circulated

Item 26

SPOT WELDS VISIBLE ON SIDE DOORS

DERIVATIVE: All

Problem:

Spot welds visible adjacent to front and rear edges of side doors on cars to which rubbing strips (supplied with the car) are to be fitted.

Action:

As these welds are directly in line with the fitting position for the strips and are completely covered when these are fitted, it has been deemed unnecessary to undertake any re-working and no claims will be accepted for such re-work.

Item 27

CONTINUOUS REAR WIPE FACILITY - PROVISION OF

DERIVATIVE: Estate

Problem:

Requests for the provision of continuous rear wipe or automatic operation in reverse gear have been received from some customers.

Action:

Whilst no specific recommendations are being made it should be noted that this can be provided by installing a simple "on-off" switch to connect together the two red/green leads (pin 1 and pin 8) of the rear wiper programme unit. The connections required are shown as dotted lines at "A" in fig. 1. (Wiring colours and other items are as in the supplementary diagram in the repair manual.)

When the switch is in the "open" position, programmed wipe with delay is provided. When the switch is "closed", continuous wipe will be available whenever the fascia panel rear wiper switch is operated..

It is also possible to provide automatic rear wiper operation when reversing by installing a standard 4 pin relay, with its windings connected across the reverse

lamp circuit, to join the red/light green wires, as above - see fig. 2.

This will provide intermittent operation of rear wiper when reverse gear is selected, irrespective of the position of the fascia panel control switch.

Alternatively, by connecting the common terminal (30/51) of the relay to the light green wire of the fascia switch (as shown dotted at "C") continuous rear wiper operation when reverse gear is selected can be obtained. In both instances, relay winding feed (terminal 85) - "D" in fig. 2 should be connected to the reverse lamp circuit.

Item 28

BOOT & TAILGATE C.D.L - FAILS TO ENGAGE

DERIVATIVE: All

Problem:

Central door locking fails to operate on boot or tailgate locks.

Cause:

Motor driven locking plunger partially withdrawn from lock due to "bounce back", allowing locking mechanism to disengage.

Action:

From vin 509776 (Maestro), 416415 (Montego saloon) and 418390 (Montego estate), restraining devices, consisting of felt pads for Maestros and Montego estates and a spring clip for Montego saloons, have been introduced.

Since the fitting of these devices to an existing lock/motor assembly is impractical, where a customer complains and the condition is found to be caused by motor "bounce back", the following action should be taken:

1 Remove lock and motor assembly (refer to repair manual).

2 Ensure that slots in motor casing through which square nylon plunger carrying locking bolt emerges are free from moulding flash.

3 Using suitable soft iron wire, apply one turn in groove of motor casing, twisting wire ends together, as shown.

4 Using flat nosed pliers, continue to twist wire ends together until a slight restriction of plunger movement can be felt.

5 Cut off surplus wire, ensuring that any remaining cannot foul any part of mechanism.

6 re-assemble lock and motor and test for correct operation.

Parts:

Suitable soft iron wire.

Claims:

S.R.O. 86.26.02/88

Time allowance:

Saloon: 0.45 hours

Estate: 0.75 hours

Complaint code: 8P5V

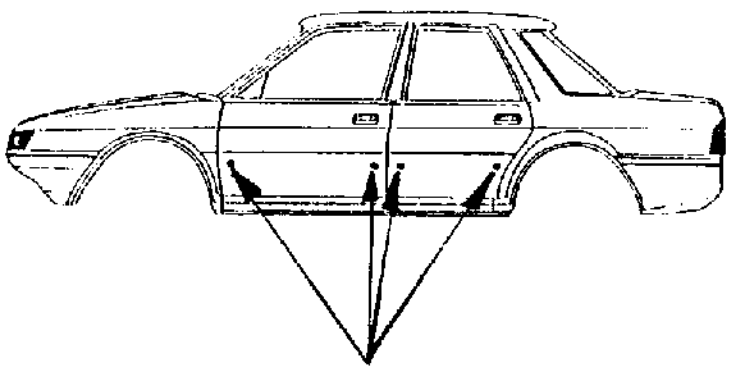

fig. 26/1

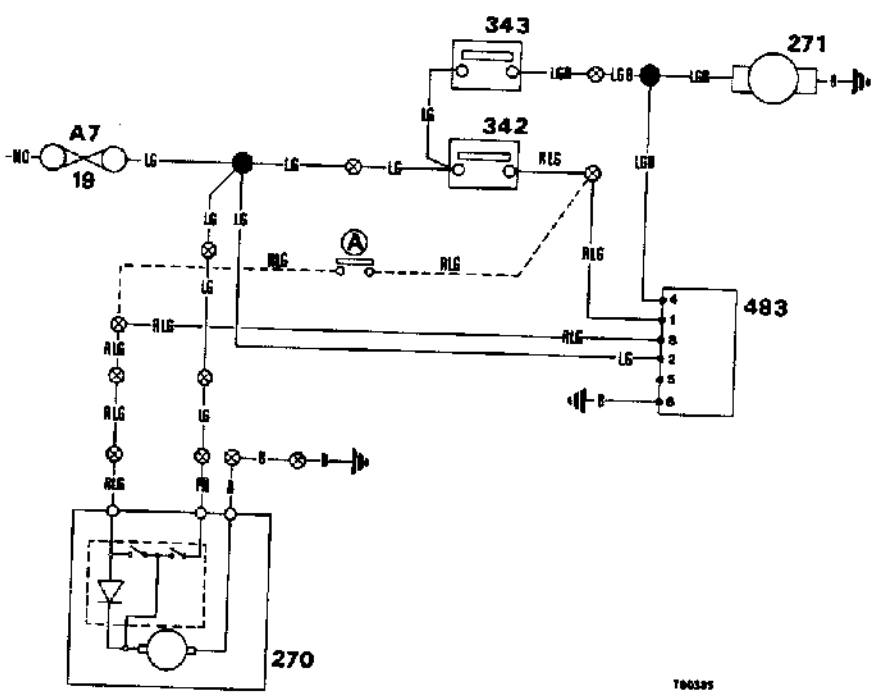

fig. 27 1

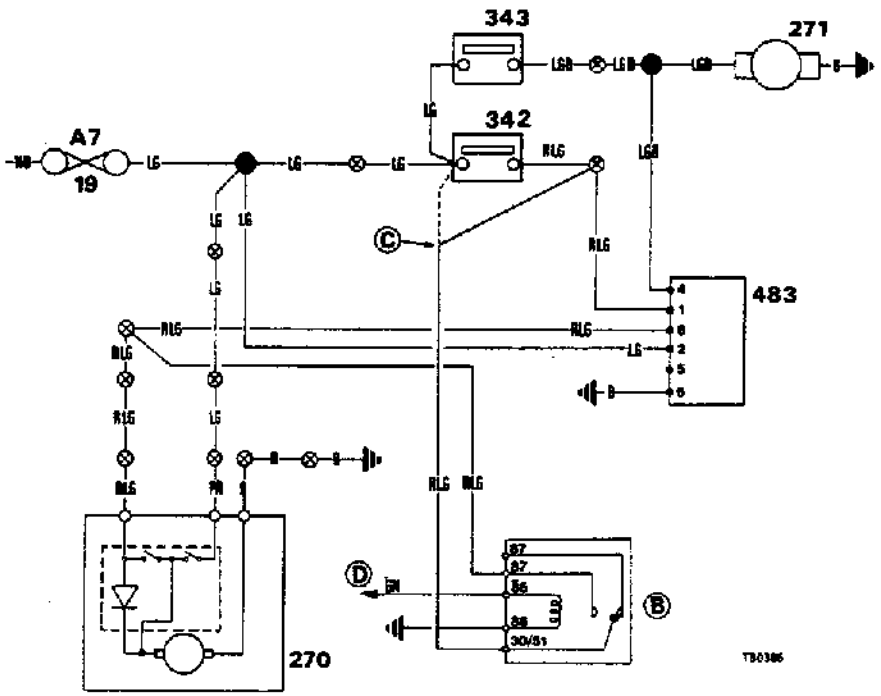

fig. 27/2

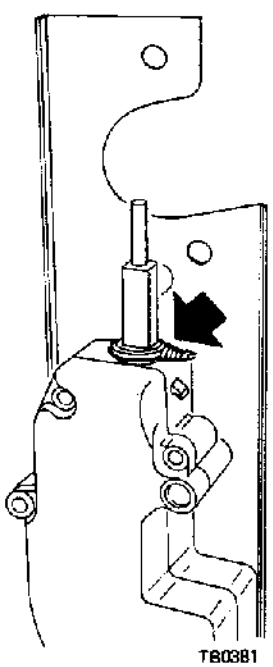

fig. 28.1