2·7 SERIES DRIVER'S HANDBOOK

Fairway

2·7 SERIES

TAXI AND HIRE CAR

This handbook contains information on FAIRWAY models fitted with Nissan Diesel Engines

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Foreword

This handbook introduces you to the various controls, switches and components of the London Taxis International Taxi and explains their function and the procedure under which they are designed to operate.

You will appreciate the improvements incorporated in this latest version of the London type taxi.

The information provided is necessary to maintain the reliability and economy which has been designed into the taxi. Care and regular maintenance during usage will prolong the useful life of the vehicle and it is strongly recommended that the maintenance scheduled at regular intervals in the centre section of this handbook is never overlooked and is carried out by qualified personnel in a suitably equipped garage or workshop.

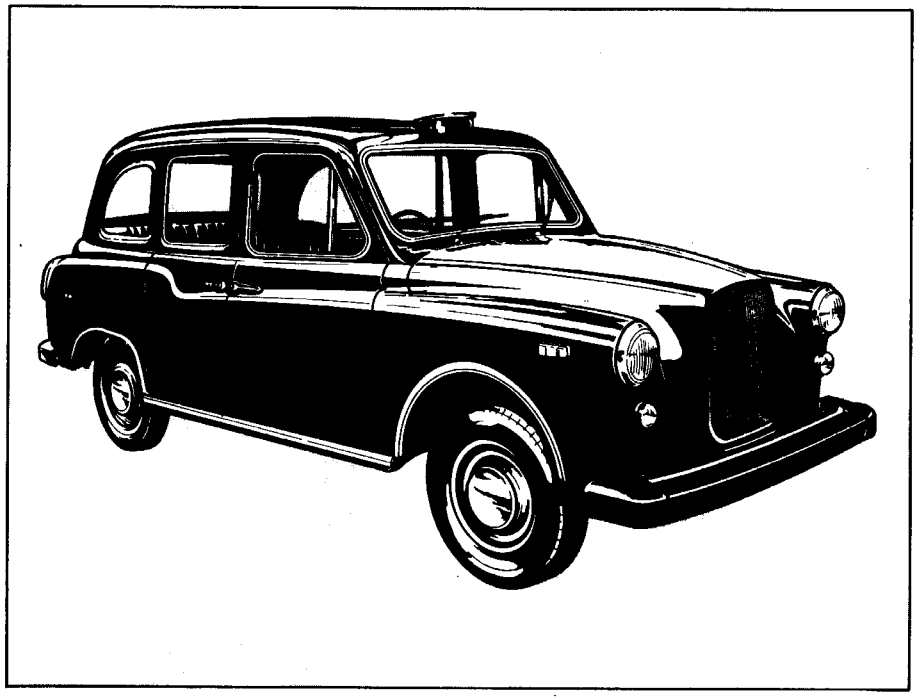
Information and instructions to facilitate the speedy replacement of consumable items is given. However, if you wish, your Dealer will undertake this work for you. The final section of the book provides useful forecourt data.

We suggest that you read this handbook right through. Leave the handbook in the taxi in order that it is available for reference at any time.

The following meanings are ascribed to the words in bold type which precede notices..

WARNING: The procedure must be followed precisely to avoid the possibility of personal injury.

CAUTION: *Follow this procedure to avoid damage to components.*

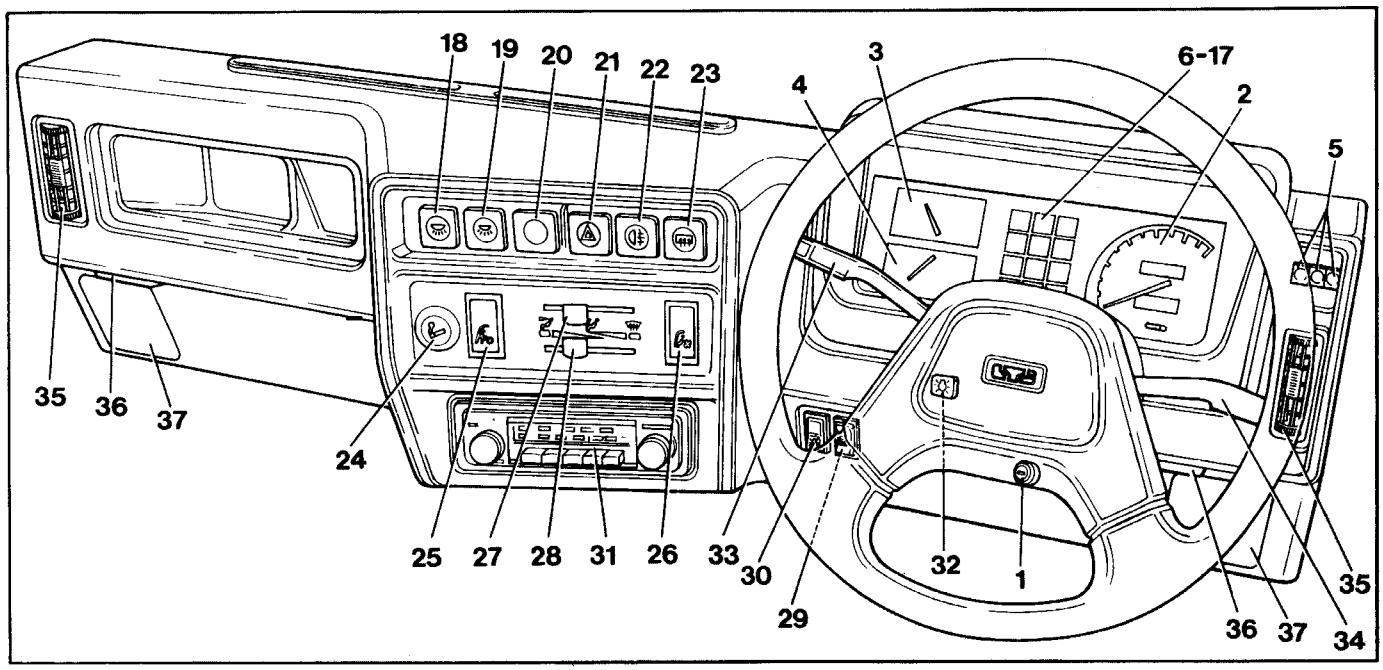


Note: *This method makes the job easier.*

At the time of going to print, the illustrations and text appearing in this handbook are representative of manufacture. Whilst retaining the basic features of the models described herein, the manufacturer reserves the right to make, at any time, and without necessarily updating this handbook, any alterations to unit parts or accessories considered convenient for improvement or for any other reason.

Controls & Operation

Controls & Operation



1. Steering lock and starter switch
2. Speedometer
3. Fuel gauge
4. Temperature gauge
5. Warning lights
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7. Main beam warning
8. R.H. Direction indicator
9. Washer reservoir
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12. Handbrake warning
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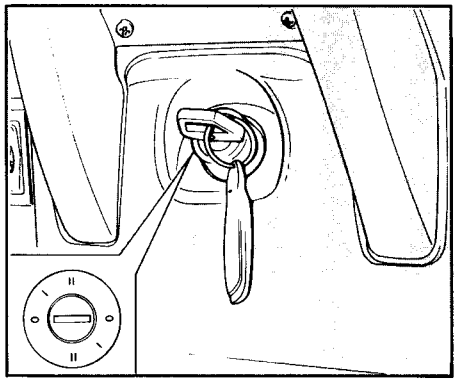
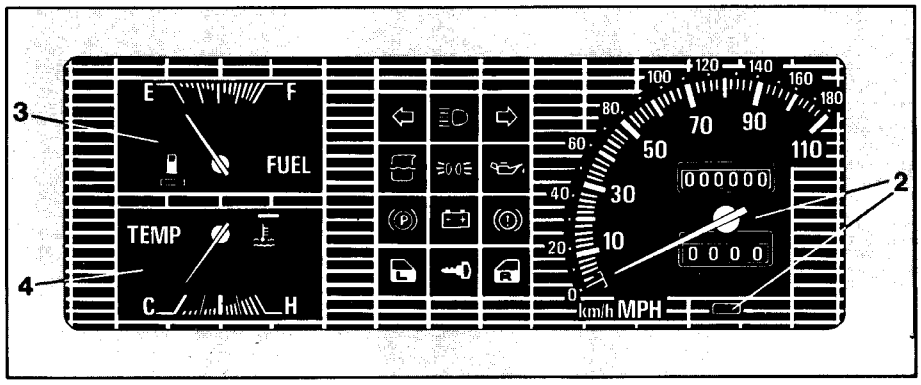




1. STEERING LOCK AND STARTER SWITCH

The starter switch has four positions.

'0' – Off
'I' – Releases steering lock and switches on auxilliary services.
'II' – Switches on starter 'glow' plugs
'START' – Engages starter motor (reached through spring resistance with self return to 'II' when released)

The key may only be inserted or withdrawn in the '0' position.

Keys

3 keys, with duplicates are provided (2 keys off each).

- The steering lock/starter switch key.
- The central locking door key (round section).
- The luggage compartment and a lockable fuel filler cap (if fitted).

NOTE: *To reduce the possibility of theft. The locks are not marked with a number. Make a note of the key numbers immediately on taking delivery of the vehicle. The key identification numbers are found as follows:-*

- Steering lock – metal tag on the keyring carries number
- Central locking metal tag on the keyring carries number.
- Luggage compartment and a lockable fuel filler cap (if fitted) – number is stamped on the key.

Extra keys may be obtained from your local dealer.

INSTRUMENTS

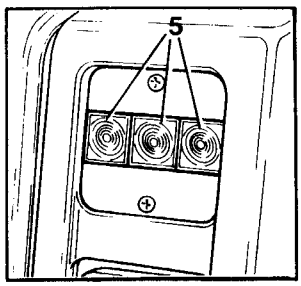
2. Speedometer. Indicates the road speed in m.p.h. or in km/h and also records the trip and total distance the vehicle has travelled. The trip recorder enables the distance of a particular journey to be recorded and is reset to zero by pressing the reset button at the bottom of the speedometer.

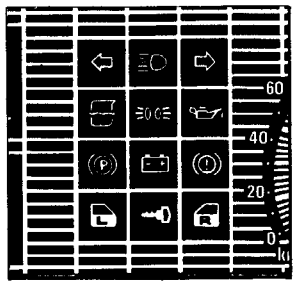
3. Fuel gauge. Indicates the approximate amount of fuel in the tank, **'E'** indicating empty and **'F'** full. The gauge operates only when the auxiliary circuits are switched on.

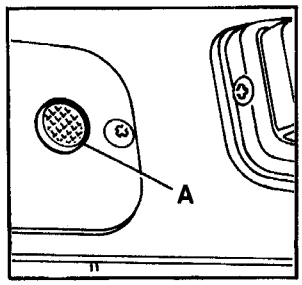
4. Temperature gauge. Indicates the temperature of the coolant in the engine when the auxiliary circuits are switched on. **'C'** indicates cold, **'H'** indicates hot.

Controls & Operation

WARNING LIGHTS







5. Fascia warning lights

Red – Glows when the fuel filter requires attention.

Amber – Glows when the engine 'glow' plugs are energised.

Green – Glows when 4th gear is **NOT** engaged. (Automatic Gearbox Only)

6 and **8 Direction Indicators**
Either 6 or 8 will flash green in the direction chosen by the indicator switch.

7. Mainbeam warning.
Glows blue when the high beam is being used.

9. Washer reservoir
Glows when the screen wash fluid requires replenishment.

10. Side lights indicator
Glows when the vehicles side lights are switched on.

11. Low oil pressure warning
Glows when the ignition key is turned on, with the light going out when the engine is started and the oil reaches working pressure. Should the light not go out, or at any other time glow whilst the engine is running, the engine must be stopped at the first available opportunity and the reason for low oil pressure investigated.

CAUTION: *Running the engine with the warning light on could result in serious damage to the engine.*

12. Handbrake warning
Glows when the ignition switch is turned on and the handbrake applied. The light should go out when the handbrake is released.

13. Battery charge indicator
Glows when the ignition is turned on which indicates the system is working. The light should go out as soon as the engine is started and its speed increased.
Should the light glow at any other time whilst the engine is running, the reason should be investigated as soon as possible.

14. Brake fluid/ low vacuum warning
Glows with the ignition on, and handbrake applied, going out when the handbrake is released.

If the light glows at any other time with the handbrake released, investigate immediately after safely stopping the vehicle. Firstly check the brake fluid level has not fallen appreciably, indicating a leak in the brake hydraulic circuit. If level correct a low vacuum condition is indicated. This can be verified by heavy brake pedal pressure and failure of automatic transmission to change gear at normal engine speeds. These faults should only be rectified by an approved dealer.

15-17 Door warning
With the ignition on, the left hand or right hand light glows when either rear door is not closed. As an additional safety measure, a red flashing light (A) with an audible warning, situated on the centre partition, will actuate if either rear door is not securely closed at any time.

16. Rear door lock warning
With the ignition on, the vehicle stationary and footbrake off, the light will glow when it is possible for the rear doors to be opened. Read, in conjunction, with Rear doors page 16 and 17. The Rear door locking mechanism is operated automatically by movement of the cab or by application of the footbrake, the light will go out as soon as it has operated, locking the rear doors.

CAUTION: *If the green light remains on a fault has occurred, it should be investigated and corrected as soon as possible.*

FASCIA PUSH BUTTONS

18. Rear internal lamps switch. This push button can be used to switch the passengers compartment lights on or off irrespective of the position of the push button control switch in the passenger compartment.

19. Front internal lamp switch. Pushing the button switches on the driver's internal light. Pushing again will switch it off.

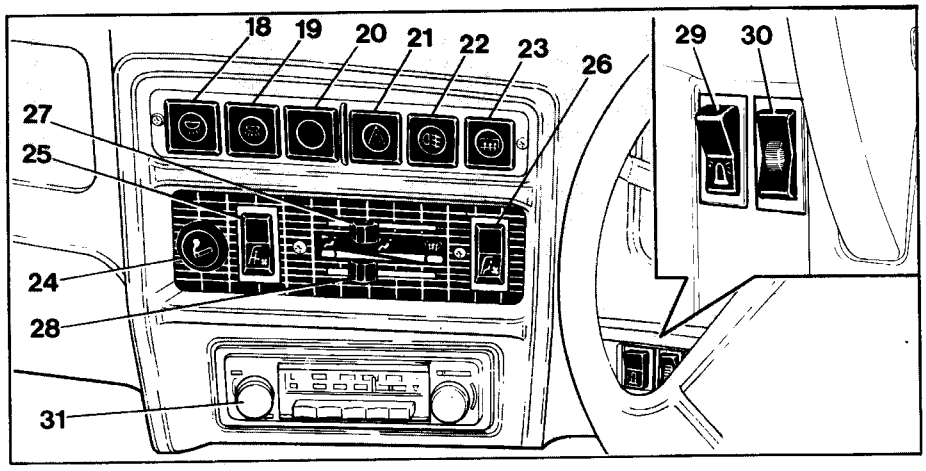
20. Spare switch position.

21. Hazard warning switch. Pushing the button operates the direction indicators as a hazard warning. The direction indicator lamps on both sides of the vehicle and the lamp in the button head will operate in unison irrespective of whether the auxiliary circuits are switched on or off. Pressing the button again will cancel the hazard warning.

22. Rear fog-guard lamp switch. With the headlamps switched to either 'Dip' or 'Main Beam', pushing the button will operate the rear fog-guard lamp; a lamp in the button head will glow to indicate operation. Pushing the button again will switch off the button indicator lamp.

23. Heated rear screen. Pressing the button operates the rear screen heater. The lamp in the button will glow to indicate operation. Pushing the button again will switch off both the rear screen heater and the button head indicator lamp. The screen heater and the button head indicator will automatically switch off after 12 minutes.

For details of the care to be taken of the rear window see "CLEANING"



FASCIA SWITCHES

24. Cigar Lighter. Press the knob to operate. When heated and ready for use the element will partly eject and can then be withdrawn for use.

25. Passenger's blower switch. The switch can be used to switch the passenger's compartment blower on or off, irrespective of the position of the heater on/off and blower control switches in the passenger compartment.

26. Driver's blower switch. This is an on/off control for the circulation of air in the driver's compartment and provides a choice of two blower speeds.

27. Driver's air distribution control. This provides a variable control of air distribution between screen and floor level.

28. Temperature control. This variable control can be used to set the temperature of the circulating air both in the driver's and passenger's compartments.

29. Taxi hire sign illumination. This control is situated on the lower left hand side of the fascia and is an on/off switch for the illumination of the 'TAXI' hire sign.

30. Panel illumination. This control is situated on the lower left hand side of the fascia and provides two levels of brightness for panel illumination.

31. Radio (if fitted). The aperture to house a radio will normally be blanked off with a plastic blanking plate which can be prised off when required.

COLUMN SWITCHES

32. Lighting switch. When the switch (A) is pressed downwards to the first position the side and tail lamps are switched on, and when pressed to the next position the headlamps are also switched on.

Your cab incorporates a new system of lighting known as "Dim-Dip" which is introduced for new vehicles in order to comply with the UK "Construction and Use" regulations.

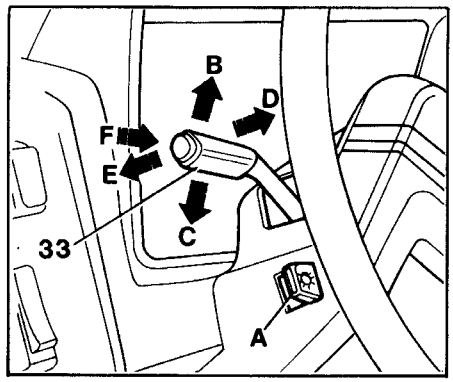
The salient feature of the new system is that selection of side lights (on their own) may be achieved only when the engine is not running. The operation of the start switch to position **'II'**, with side lights 'ON', will automatically switch the headlamps to the 'DIPPED' position, but at reduced headlamp power. The side lights will also remain switched on.

The system is designed to achieve the effect of preventing vehicles being driven on side lights only.

LEFT HAND LEVER

33. Direction indicator. The self-cancelling switch operates the indicators when the auxiliary circuits are switched on. Move the lever to position (B) to operate the right hand indicators and to position (C) to operate the left hand indicators; the relative warning light (6) or (8) will flash in unison.

Headlamp flasher. Lift the lever towards the steering wheel (D) to flash the headlamps. The lever will return to its normal position when released.



Headlamp main beam. Push lever forward towards the fascia (E).

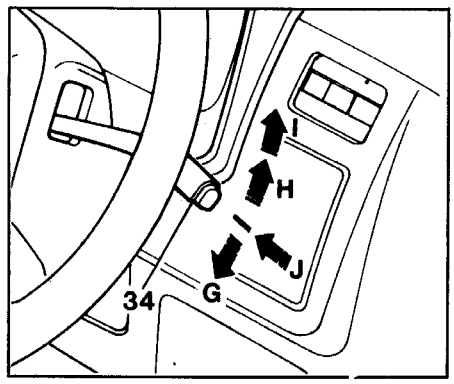
Horn. Press the end of the lever inwards (F) to sound the horn.

RIGHT HAND LEVER

34. Windscreen wiper switch. Moving the lever to position (G) and releasing it immediately will produce a single wipe of the screen followed by a five second pause. This intermittent screen wipe will continue until the lever is once more moved to position (G) and releasing thus cancelling the operation.

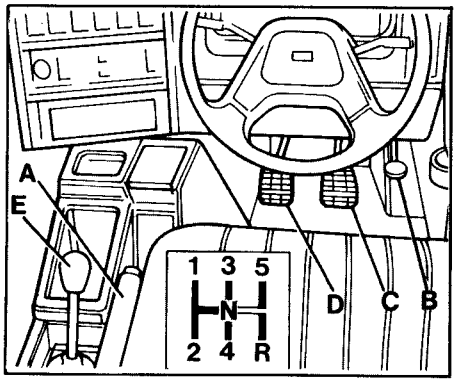
Moving the lever to position (G) and holding it there will result in the screen being wiped continuously until the lever is released and allowed to return to its normal position.

Moving the lever to position (H) will produce continous wipe of the screen. Further movement



to position (I) will produce a faster wipe. To stop the wipers the lever should be moved back through the two positions to the off position.

Windscreen washer. This can be operated at any time by depressing the push button (J).



CONTROLS

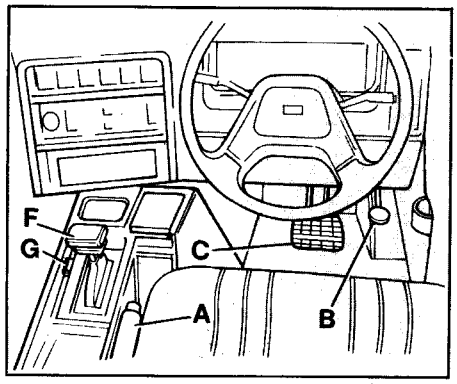
A. Handbrake. Pull the lever upwards to apply the rear brakes. To release the brakes pull the lever upwards slightly, depress the button on the end of the lever and push downwards. The handbrake warning light will glow when the handbrake is applied.

B. Accelerator pedal.

C. Brake pedal.

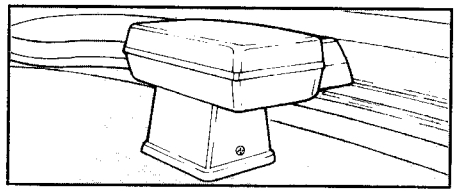
D. Clutch pedal.

E. Manual transmission – gear shift. If a gear is not easily engaged, operate the clutch and repeat gear selection.
To engage 5th gear or reverse, the gear lever is moved against spring resistance.
When selecting reverse gear with the vehicle stationary, pause a few seconds after declutching before engaging gear.



F. Automatic Selector Lever see page 11 for operation.

G. Overdrive switch. (Automatic only). Operation of the switch engages or disengages the 4th gear.



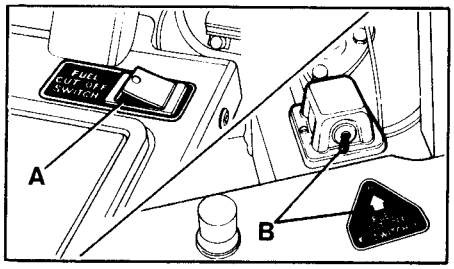
BRAKES

The brakes on your new vehicle will increase their efficiency as they are used during the first few days of driving. During this bedding-in period, the pedal pressure required will diminish as the brakes improve.

The rear stop lamps are supplemented by a stop lamp mounted on the rear parcel shelf.

WARNING: As a safety precaution against total brake failure, the four wheel brakes operate as two separate pairs. If the hydraulic circuit to one pair of brakes fails, the other pair of brakes will operate normally if the pedal is pushed to the full extent of its travel. Push the pedal beyond the area of no resistance until the second pair of brakes operate. Do not pump the pedal in an attempt to restore pressure. Do not allow extra thick matting on the floor to limit pedal travel.

WARNING: WET BRAKES – If the vehicle has been washed, driven through water, or over wet roads for prolonged periods, full braking power may not be available. As soon as it is safe to do so dry the brakes by applying the footbrake lightly several times while the vehicle is in motion. Keep the handbrake applied while using pressure washing equipment.



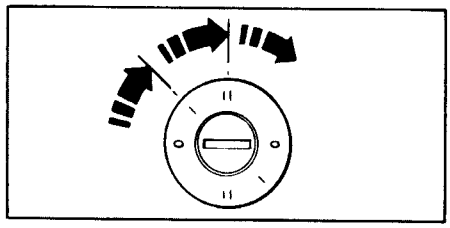
FUEL CUT-OFF SWITCH

Two fuel cut-off switches are provided for safety reasons. They will override the drivers ignition switch, by cutting the fuel supply to the injection pump.

Switch (A), is situated on the driver's centre console, and will illuminate red, if, either switch is operated to cut the fuel supply. Switch (B) is situated adjacent to the decal, located on the front bumper. There is a 'fuse link' incorporated into the wiring of this circuit. If, the 'fuse link' accidentally blows the vehicle will be immobilised and should only be rectified by an approved dealer.

STARTING THE ENGINE

Insert the key and turn it clockwise towards position **'I'** to unlock the steering. If the steering lock remains engaged, slight movement of the steering wheel will release it. Further movement of the key clockwise to position **'II'** will switch on the 'glow' plugs. The amber warning light (5) at the top right hand corner of the fascia will glow for approx. 3 seconds, indicating that the 'glow' plugs are operating. **THE STARTER MOTOR**



SHOULD NOT BE ENGAGED UNTIL THE AMBER LIGHT GOES OUT. Starting is achieved by further movement of the key clockwise against spring pressure to the 'START' position.

The 'glow' plugs will continue to operate whilst the starter motor is cranking the engine. The key will return to position **'II'** under spring pressure when released.

To lock the steering and withdraw the key. Turn the key to the **'0'** position and withdraw the key.

Never turn the key to the **'0'** position while the vehicle is in motion.

WARNING: The steering-column lock/starter switch and its electrical circuits are designed to prevent the engine being started while the steering lock is engaged. Serious consequences could result from alteration or substitution of the steering-column lock/ starter switch or its wiring. In no circumstances must the starter switch be separated from the anti-theft device.

CAUTION: *Do not lubricate the steering lock.*

Starter
Do not operate the starter for more than five or six seconds at a time. If the engine fails to start the first time, do not use the starter again until the engine has stopped turning. Release the key immediately the engine fires and runs free.

Note: *The starter motor may have to be operated for more than five or six seconds in cold weather conditions.*

Battery charge indicator
If the no-charge warning light fails to go out, stop the engine, check the alternator driving belt, and adjust if necessary. If the adjustment is correct or adjustment fails to correct the fault, consult your Dealer as soon as possible. Use of the starter and/or lamps in these circumstances will exhaust the battery quickly.

Warming-up
Do not allow the engine to idle slowly while warming-up. The vehicle can be driven on the road immediately after starting-up, in which case hard acceleration or allowing the engine to labour must be avoided until normal working temperature is obtained.

Running-in
The following instructions must be strictly adhered to with a new vehicle or engine during the first 600 miles (1,000 km).

Do not operate at full throttle in any gear.

Do not allow the engine to labour in any gear.

Filling with fuel
Do not fill the fuel tank to the extent that fuel is visible in the filler neck. If this happens, and the vehicle is parked in the sun, expansion will cause both loss of fuel and danger of fire from exposed fuel. Park the vehicle in the shade with the filler

cap in as high a position as possible.

WARNING: The fuel tank is fitted with a vented filler cap. It is essential that a replacement cap is of the correct type.

Do not use oxygenated fuels such as blends of methanol/gasoline or ethanol/gasoline (e.g. GASHOL).

Empty fuel tank – diesel
In the event of the diesel fuel tank becoming completely empty, before the engine will start the fuel tank must be replenished and the fuel system must be primed to exclude all air (see page 29).

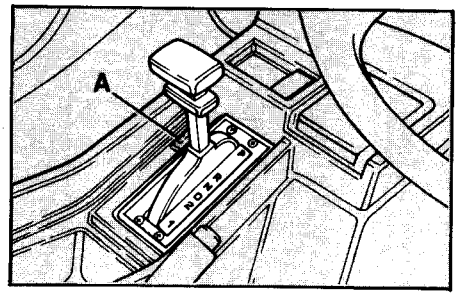
AUTOMATIC TRANSMISSION
Starting.
Always apply the brakes before starting the engine. The starter can only be operated when the selector lever is in the 'P' or 'N' position.

Note: *Vehicles with an automatic gearbox can not be push or tow-started.*

Driving.
After starting the engine release the accelerator and with the handbrake and foot brake applied, lift the selector lock and move the selector lever to the required position. Release the brakes and press the accelerator.

CAUTION: *Do not run the engine above idle speed with a* ***'Drive'*** *position selected while the vehicle is stationary. Select 'N' or 'P' for prolonged periods of idling.*

Increased acceleration.
To change down quickly for overtaking or hill climbing, press the accelerator beyond its normal



travel.

Soft surfaces
When the wheels fail to grip, rock the vehicle backwards and forwards by alternately selecting 'R' and 'D' with a small throttle opening.

WARNING: When selecting any gear with the vehicle stationary the brakes must be applied until gear selection has taken place.

Selector positions
The selector lever and accelerator pedal control the operation of the automatic gearbox.

'P' – Park. When the vehicle is parked, apply the handbrake and select 'P' to lock the transmission mechanically. No power is transmitted to the rear wheels.

'R' – Reverse. Select only when the vehicle is stationary. The reversing light will operate on selecting reverse gear while the ignition is switched on.

'N' – Neutral. Apply the brake and select 'N' when the vehicle comes to rest. No power is transmitted to the rear wheels.

'D' – Drive. Select this position for normal driving. Gears will change automatically both upwards and downwards through the three ratios according to the vehicle road speed and accelerator pedal position.

'2' – (Second Gear) Low range. May be selected directly from 'D' Drive. Select when rapid acceleration is required or when engine braking is required when descending steep hills.

'1' – (Low Gear). Engagement of this gear is only possible by first lifting the shift lever. This is to prevent an accidental change from 'D' directly into '1' (low gear). Use this gear when climbing steep hills slowly or driving slowly through deep snow or mud or for maximum engine braking on steep downhill grades.

Note: *Engine braking is present in both '2' and '1' gears.*

Overdrive. The 4th gear may be selected on operating the overdrive actuator switch shown at (A). The overdrive is disengaged when the green warning light (5) is on. For normal cruise driving select overdrive in order to conserve fuel. However, when driving on a long descending slope, switch the overdrive "off". E.g. Green warning light "on", so that engine braking can help to hold the vehicle.

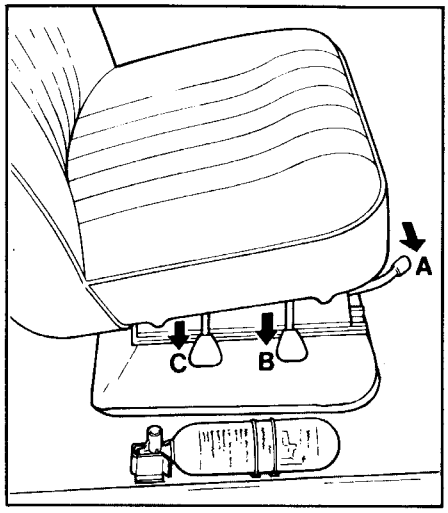
When cruising at low speeds or climbing a gentle slope, you may feel an uncomfortable gear shift shock as the transmission changes between 3rd and 4th repeatedly. In such a case switch 4th gear overdrive "off". When conditions change the 4th gear may be switched on again, i.e. green warning light "off".

FUEL CONSUMPTION
— Diesel Engines

This information is taken from the officially approved tests as required by the Passenger Car Fuel Consumption Order 1977.S.I. 1603.

Simulated Urban Driving	m.p.g.	litre/100km
Manual	32.2	8.8
Automatic	27.3	10.8

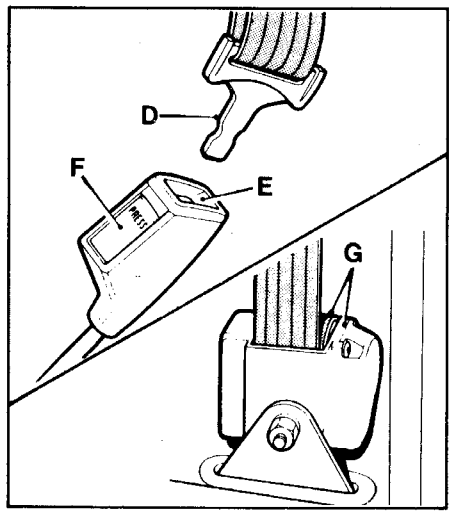
Constant Speed 56 mp.h. (90km/h)	m.p.g.	litre/100km
Manual	37.1	7.6
Automatic	30.4	9.3



DRIVER'S SEAT

Move the lever (A) at the front of the seat frame to the right to adjust the location of the seat on the floor, fore and aft. Depress the lever (B) to raise or lower the front end of seat. Depress the lever (C) to raise or lower the rear end of the seat. A combination of both controls will enable the driver to find the most suitable driving position.

Fire Extinguisher
There are two types fitted (depending on area of operation). It is fitted on the floor, to the outside of the drivers seat. To release the extinguisher either unbuckle the wire clip from the inside outwards, or pull the extinguisher body directly upwards, out of its spring mounting clip.



SEAT BELTS

Wearing
The belt fastener or buckle must be at the side of the hip, never at the front. The lap section of the belt must always lie across the hip bones, never across the soft parts of the abdomen. Wear the belt as tightly across the body as possible without undue discomfort. Ensure that the belt webbing is lying flat and is not twisted.

Fastening
Pull the locking tongue (D) and belt across the body gently, and insert the tongue into the locking unit (E). Press the tongue into the unit until the locking mechanism is heard to click into

position. Do not pull the belt across the body quickly, or the locking device in the automatic reel will operate.

Releasing
Lean forwards against the belt and press the release catch (F) of the locking unit marked 'PRESS' until the tongue is detached from the unit. Allow the return spring of the belt reel (G) to assert itself and return the belt to its parked position. It may be necessary to feed the last few inches of belt onto the reel by hand.

Care of seat belts
Inspect the belt webbing periodically for signs of abrasion or wear, paying particular attention to the fixing points and adjusters. Do not attempt to make any alterations or additions to the seat belts or their fixings as this could impair their efficiency. Renew a seat belt that has withstood the strain of a severe impact or shows signs of severe fraying or has been cut.

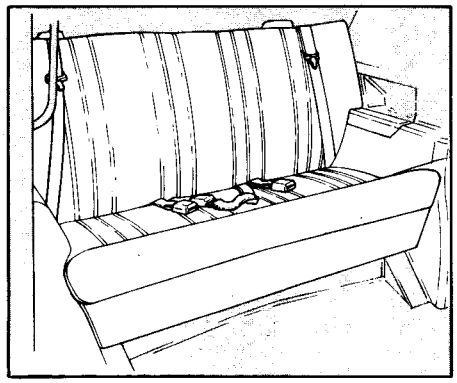
Before cleaning the seat belts see page 22.

Testing

WARNING: This test must be carried out under safe road conditions, i.e. level, dry road with no following or oncoming vehicles.

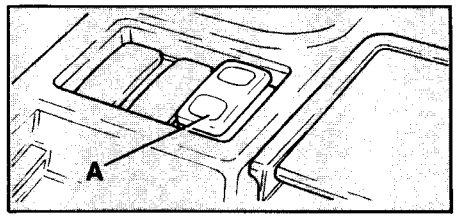
With the belts in use, drive the vehicle at 5m.p.h. (8km/h) and brake sharply. The automatic locking device should operate and lock the belt. It is essential that the driver and passenger are sitting in a normal relaxed position when making the test. The retarding effect of braking must not be anticipated.

If a belt fails to lock, consult your Dealer.



REAR SEAT BELTS

Each belt is intended for use by an adult occupant only and is fastened by pulling the tongue over the shoulder from the reel until it crosses the chest and can be pushed into the lock nearest the wearer. A click will indicate that the belt is locked. A lap belt is provided for a centre seated passenger.



CENTRAL LOCKING

Locking of all four vehicle access doors is possible from inside the vehicle by means of the central locking switch (A) located forward of the gear-shift lever (A). All four vehicle doors are then locked against access from outside. Actuation of the system is audible on its operation.

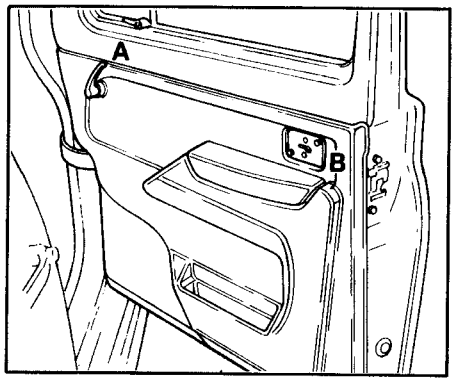
Precautions have been taken to prevent locking oneself out of the vehicle should the central locking device have been operated prior to vacating the vehicle.
IMPORTANT NOTE: The central locking switch (A) should never be operated with the driver's door open. Failure to observe this advice will render the safety device inoperative.

On closing the driver's door from outside, all four vehicle access doors are automatically unlocked.

However **ALL** four doors may be locked or unlocked simultaneously by inserting the key in the drivers door and turning it anti-clockwise to lock; clockwise to unlock.

With the exception of the drivers door lock control, the remaining three doors may be locked or unlocked individually in a similiar manner, (i.e.) anti-clockwise to lock; clockwise to unlock.

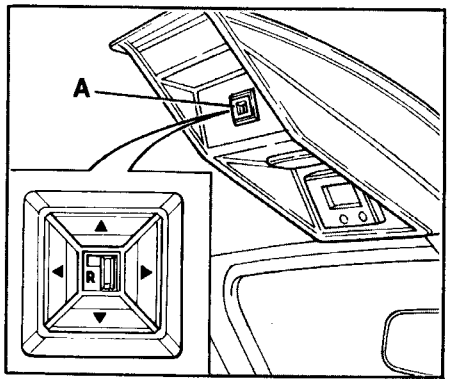
Controls & Operation



FRONT DOORS

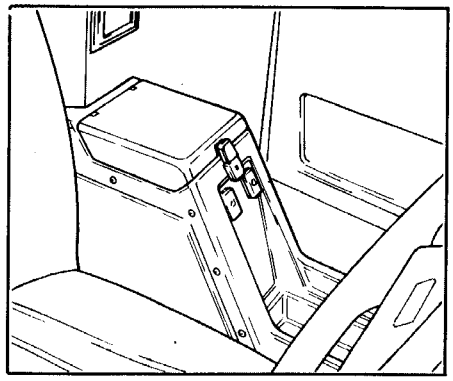
Depress the button on the exterior door handle to open. Pull the interior handle (A) rearwards to open the door; push the handle forwards to lock the door. To lock the door from the outside turn the key towards the rear of the vehicle; to unlock, turn towards the front of the vehicle.

Window opening and lock
To open or close the window, move the locking lever (B) rearwards and slide the glass up or down to the desired position. The window may be locked in the fully closed position by moving the lever forwards.



DOOR MIRRORS

Electrical adjustment
The control for the positioning of the door mounted driving mirrors is situated at the top of the roof mounted console (A).
To adjust either LH or RH mirror, first set the centre selector switch to the appropriate side to display either 'L' for LHS or 'R' for RHS.
Rocking the top or bottom of the switch (white arrows) will result in tilting the mirror either up or down within the vertical plane.
Rocking the LH or RH side of the switch will move the mirror towards or away from the side of the cab.
When the desired position is reached, reset the centre selector to the central neutral position i.e. both 'R' and 'L' visible.



CENTRE CONSOLE

Manual Transmission
The centre console contains an illuminated ashtray and an integral utility tray. The front end of the console contains the central locking operating switch and the control switches for the electric windows (if fitted).

Automatic Transmission
The centre console contains an illuminated ashtray. It also incorporates a stowage compartment fitted with a lid hinged at the rear and secured at the front by means of a lockable buckle type fastener. If fitted, the swtiches for electrical control of the two front windows are mounted on the front face of the console.

HEATING AND VENTILATING

Air distribution control (Fascia)
This lever (27) controls the distribution of air between the windscreen, the side ventilators and the vent at floor level. It should be used together with the two side ventilator controls.

Movement of the lever to the left hand side will direct air to the two side vents (35) where further control is provided by the lower knurled control.

Movement to the centre will divert air to foot level.

Movement to the right hand side will concentrate air flow to the windscreen for the purposes of demist or defrost.

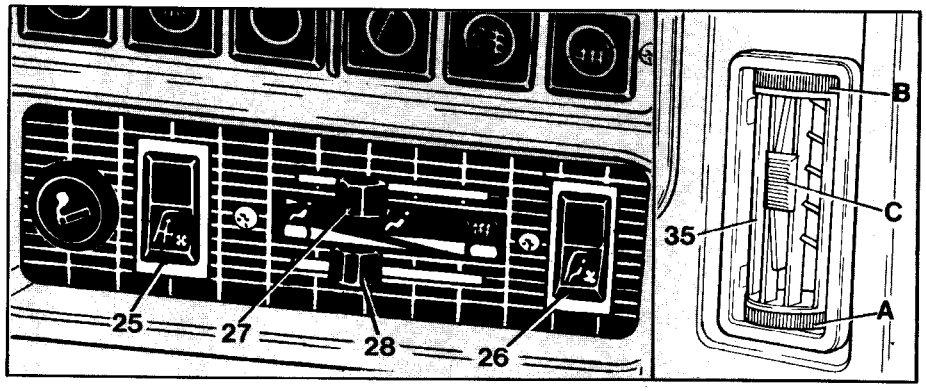
There will always be a proportion of air directed to the windscreen, depending on the position of the control lever.

The switch (26) provides a choice of two speeds for the blower motor which will boost the supply of air in the direction selected by the distribution control.

Air temperature control
To increase the temperature of the air entering the drivers compartment move the lever (28) towards the right hand side (red band). If cool air is required leave the lever at the left hand side (blue band).

Side ventilator controls
The two side controls (35) provide a variable control for the amount of air and its direction from the side ventilators.

The manner of control is identical for both LH & RH sides.

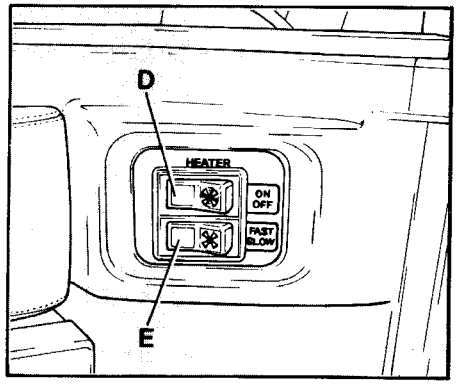


The bottom knurled control (A) can be used to regulate the amount of air being emitted from the ventilator. The control ranges from OFF with the control turned fully to the left to MAXIMUM with the control turned fully to the right.

The top knurled control can be used to direct air either to the left or right. The centre knurled control (C) can be used to direct air either upwards or downwards.

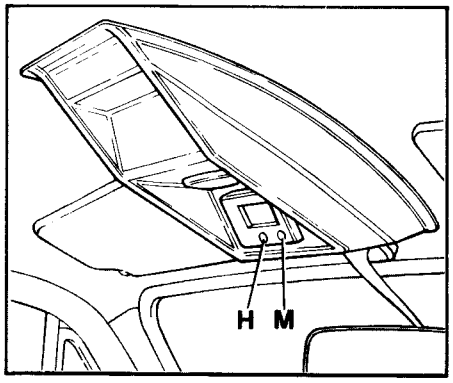
Passengers blower control. Situated on the left hand side of the drivers partition it provides an independent on/off switch (D) for the rear compartment irrespective of the position of the drivers control switch for this compartment.

The second switch (E) gives a choice of two speeds for the heater blower.



AIR CONDITIONING (if fitted)

Refer to the separate information provided.



ROOF CONSOLE

The roof console houses an interior light and a digital clock (if fitted).

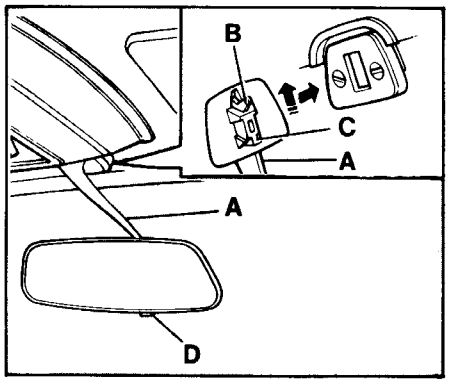
Clock
The time display is visable only when the ignition switch is at **'II'**.

To reset the clock, adjust the hour and minute display by using a pencil or ballpoint pen to press the controls as follows:

HOURS: Press the 'H' button until the display is correct.

MINUTES: Press the 'M' button until the display is correct.

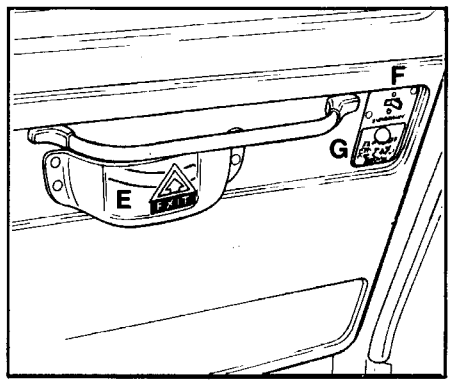
To zero the display press the 'H' and 'M' buttons simultaneously.



INTERIOR MIRROR

The mirror stem with anti-dazzle head is designed to break away from the bracket on impact. The stem may be fitted in the mounting bracket as follows. Align the stem (A) with the bracket ensuring the spring loaded clip (B) seats at the top of the vertical slot. Push upwards, then forward, when there is sufficient clearance to engage the lower protrusion.

Anti-dazzle
To reduce mirror dazzle, press the lever (D) towards the windscreen.



REAR DOORS

Both rear doors have two opening positions. The first stop position is reached at a door opening of approx 60 degrees. A maximum door opening to a position of approx 90 degrees is provided to facilitate loading a wheelchair.

Door lock
Depress the button on the exterior door handle to open. Pull the interior handle (E) upwards towards the grab handle to open.

Window opening and lock
To open or close the windows, move the locking lever (F) forwards and slide the glass up or down to the desired position. The window may be locked in the fully closed position by moving the lever rearwards.

Rear door security locking
The electronic rear door security system controls the operation of the rear door locks which are

made to operate by the motion of the vehicle or the driver applying the footbrake.

If the ignition is switched on while the vehicle is stationary the green warning light (16) on the instrument panel will glow and the rear doors can be opened.

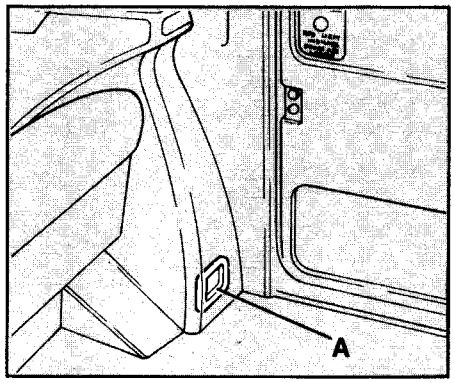
As soon as the footbrake is applied the locks will operate automatically, the warning light (16) will be switched off and the doors will remain locked from the inside until the footbrake is released.

As soon as the vehicle moves the rear doors will lock automatically, the warning lights (G) will glow and the rear doors will remain locked until the vehicle comes to rest.

If the vehicle comes to rest without the footbrake being applied there will be a delay of two seconds before the locks release.

When the automatic locks are applied, the rear doors can be opened only from the outside. This safety feature enables occupants to be released in case of accident either by someone outside the vehicle or by the occupants themselves lowering the window and pressing the button on the external handle.

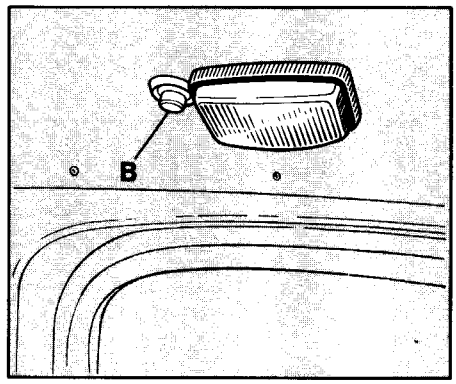
When the red light mounted on the door goes off the door lock is released.



PASSENGER COMPARTMENT COURTESY LIGHTS

On opening a rear door, a lamp will light automatically at floor level (A) on the same side as the door being opened.

For wheelchair passenger provision, see pages 19 and 20.

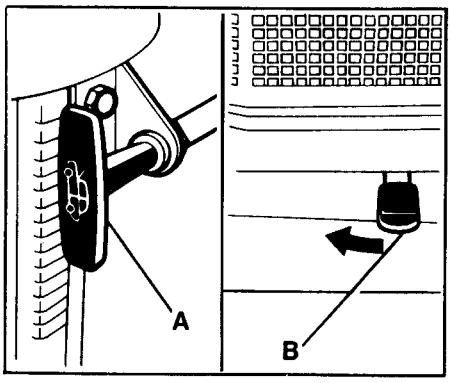


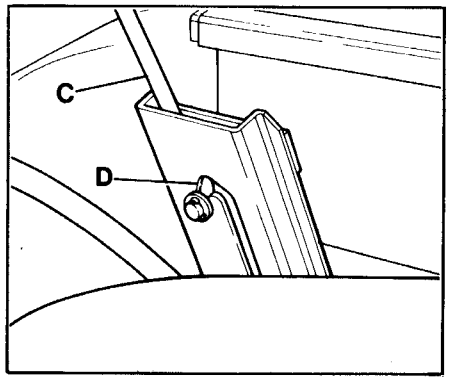
PASSENGER'S COMPARTMENT LAMPS

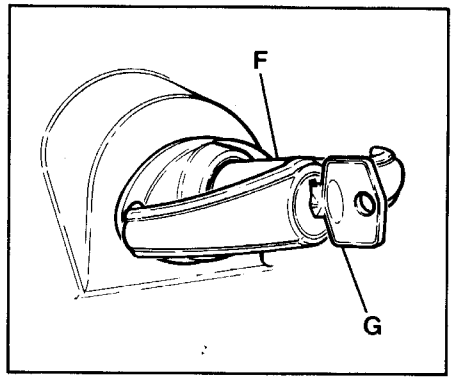
This push button (B) can be used to switch the passengers compartment lamps on or off irrespective of the position of the on/off control position for these lamps on the driver's fascia panel (18).

On opening a rear door, a lower wattage lamp lights automatically on the same side as the door being opened.

Controls & Operation



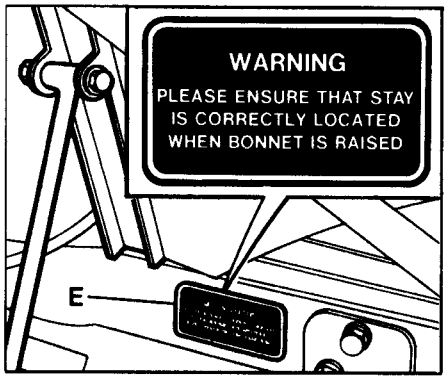




BONNET

An internal bonnet lock release handle is located on the left hand side, below the front door check strap.

To unlock the bonnet, pull the release handle (A). Push the external lever (B) to the left, to release the safety-catch. Lift the bonnet until the retaining stay (C) locates in the support (D) of the stay channel. A warning label (E) emphasising that the stay must be correctly located when the bonnet is raised, has been positioned adjacent to the left hand bonnet hinge. To close the bonnet, raise it slightly, pull the stay forward out of the slot and lower it. Make sure the lock has engaged.



LUGGAGE COMPARTMENT

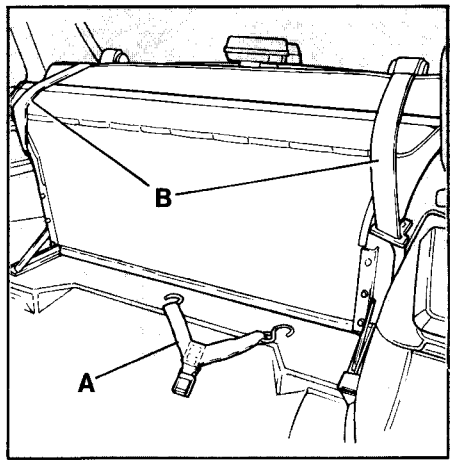
Turn the handle (F) in either direction to open the luggage compartment. To lock, insert the key (G) and turn it anti-clockwise; to unlock turn clockwise.

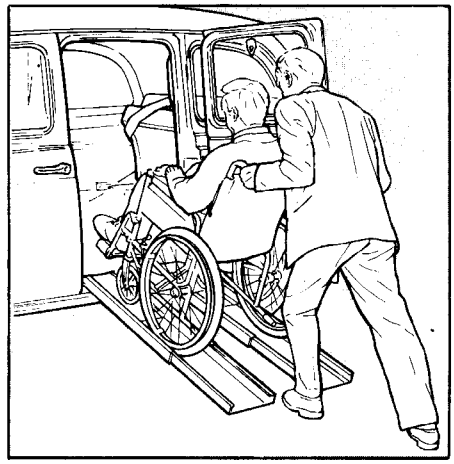
PROVISION FOR WHEELCHAIR PASSENGER

Note for wheelchair users

Wheelchair users should be strongly advised to wear the seat belt provided. It will add to their safety and comfort.

It is vitally important that the belt is fitted correctly so that it is worn across the pelvis. If it is worn too high, it may not offer adequate protection in the event of an accident. In order to achieve the correct position, it may be necessary with some wheelchairs, to thread the seat belt through the space at the back of the arm rest. The belt should never be fitted across the top of the arm rest.





The procedure for installing a wheelchair passenger is as follows:-

Remove the two wheelchair ramps from their stowage position in the luggage boot together with the wheelchair restraining harness (A).

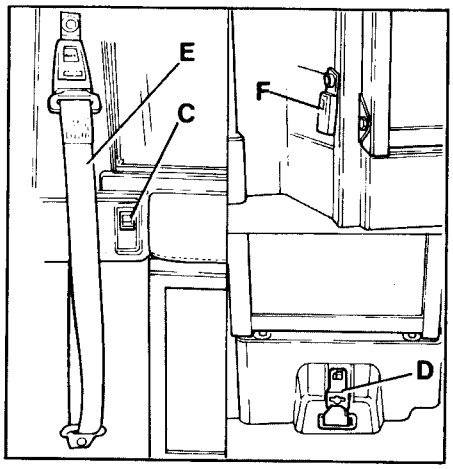
Open the nearside passenger door to its fullest extent.

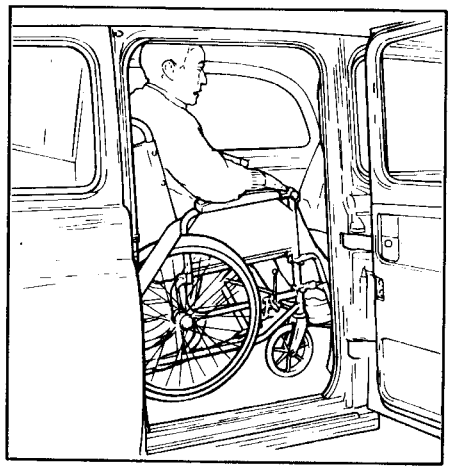
Fold the rear seat cushion upwards and back against the squab and retain it by means of the seat belts (B).

Assemble the wheelchair ramps by hooking them over the rear floor sill in a position which suits the track of the wheelchair wheels. Where possible the ramps should be fully extended in order to achieve the least amount of effort in loading the wheelchair and passenger into the cab.

The wheelchair and passenger may now be loaded being careful to check that the wheel track follows the line of the ramp during the loading process.

Controls & Operation





Turn the wheelchair so that the chair and passenger faces rearwards.

Attach the two hooks of the wheelchair anchorage harness (A) (page 19) to the wheelchair stays.

Pressing the switch (C) (lights up red) at the LHS of the partition will release the securing harness (D) at floor level and will allow connection to be made with the wheelchair harness (A). As much slack webbing as possible should be fed back into the partition before pressing the release switch (C) again to lock the webbing in position (red light out). If the wheelchair is fitted with a brake, apply it at this stage.

The wheelchair passenger safety harness **must** be secured in position. Release the webbing end (E) adjacent to the door pillar and pull it out to its farthest extent. Pass the harness diagonally across the passenger and connect it to the harness receptacle (F) on the other side at floor level.

Release the rear cushion from the seat belt webbing and place into position.

Maintenance

Maintenance

CLEANING – DO's AND DON'Ts

INTERIOR

Do:	Don't
Clean plastic-faced upholstery with diluted upholstery cleaner.	Use a rubbing action when removing stains from nylon faced upholstery.
Clean nylon-faced upholstery with a brush or vacuum cleaner, and remove stains with nylon cleaner, using a patting action.	Use upholstery cleaner on painted surfaces.
Clean seat belts by sponging with warm water, using a non-detergent soap and allowing them to dry naturally.	Bleach or re-dye seat belts.
Clean carpets with a brush or vacuum cleaner. Occasionally clean carpets with diluted upholstery cleaner.	Clean seat belts by using caustic soap, chemical cleaners or detergents.
Use only a clean soft cloth or chamois leather to clean the interior of the rear window and the direction of cleaning should be in line with the heating elements and not across them.	Dry seat belts with artificial heat or direct exposure to sunlight after cleaning.
	'Dry-clean' carpets.
	Damage the heating element in the rear window by scratching, wiping with a ringed hand, stowing hard objects against the glass or cleaning with anything harsh.

EXTERIOR

Do:	Don't
Wash the bodywork frequently with a soft sponge and plenty of water containing car shampoo.	Use abrasives or metal polish on bright metal parts.
Use chrome cleaner to remove tarnish from bright metal.	
Use glass cleaner to remove windscreen smears.	
Use petrol or white spirit to remove spots of grease or tar from the paintwork and bright trim.	
Use car polish to retain the new appearance of your vehicle.	

PREVENTATIVE MAINTENANCE

Preventative maintenance, together with the use of Genuine London Taxis International Limited parts is the key to economy, safety and reliability for your vehicle. It is in your interest to have maintenance carried out regularly by a specialist Taxi Dealer. He has qualified personnel and the required facilities. He can offer a maintenance service scheme to cover systematic maintenance in accordance with our recommendations and standards. The following pages include a summary of the various checks, lubrication and maintenance procedures which should be completed at the prescribed intervals on a regular basis.

Take the advice of your Dealer on the need for more frequent oil changes and additional brake maintenance or special servicing which may be desirable if the vehicle is operating in dusty conditions or driven hard in dense traffic and subjected to high levels of tyre and brake wear.

Every WEEK or before a long journey

Check/top- up engine oil
Check/top-up brake and clutch fluid reservoirs.
Check/top-up cooling system.
Check/adjust operation of windscreen washer, and top-up reservoir.
Check/top-up battery electrolyte.
Check function of exterior lamps, wipers and warning indicators, including rear door security locking.
Check tyres for tread depth, visually for external cuts in fabric, exposure of ply or cord structure, lumps and bulges.
Check/adjust tyre pressure, including spare.
Check tightness of wheel fastenings.

First 600 miles (1,000 km)

Free Service – adjustments and checks as given in service log book, pages 19 and 20.

Every 4,500 miles (7,500 km) or 3 months whichever occurs first

Engine
Renew engine oil.
Renew engine oil filter.
Check all drive belts for correct tension, adjust or renew as required.
Check fuel pipes for leakage and corrosion, chafting etc.

Gearbox (Manual Transmission)
Check and top-up gearbox oil.

Gearbox (Automatic Transmission)
Check and top-up transmission fluid.

Steering
Check system for leaks and corrosion. Top-up steering box.
Check and top-up steering idler, oil and power steering reservoir.
Check steering column joints for play and security.
Lubricate all grease points excluding hubs.
Check steering swivels, ball pins, king pins and trunnions.

Propeller Shaft
Lubricate both grease points.

Rear Axle
Check and top-up rear axle oil.

Brakes
Grease handbrake mechanical linkage.
Check security and operation of handbrake.
Grease brake compensator.
Check and adjust brakes.
Check and top-up brake fluid reservoir.
Check operation of auto door safety lock, stationary, with footbrake applied and at low speed.
Check operation of footbrake with engine running.
Inspect brake linings for wear and drums for condition.
Check visually hydraulic pipes and unions for chafing, cracks, leaks and corrosion.

Clutch
Check and top-up clutch fluid reservoir.
Check pipes and unions for leaks and corrosion.

Cooling system
Check cooling and heater system for leaks and hoses for security and condition. Check and top-up cooling system.

Windscreen washer
Check and adjust operation of windscreen washer. Top up reservoir.

Electrical
Check and renew windscreen wiper blades where necessary.
Check function of interior and exterior lamps, horns, windscreen wipers and warning indicators.
Check and top-up battery electrolyte.
Clean and grease battery connections.

Wheels and tyres
Check and adjust tyre pressures, including spare.
Check tightness of wheel fastenings.

Body
Check operation of all seat belts.

Maintenance

Every 9,000 miles (14,500 km) or 6 months whichever occurs first

First carry out 4,500 miles (7,500 km) service.
Plus the following:-
Engine
Renew fuel filter element.
Check exhaust system for leakage, security of mounts etc.
Check and adjust tappets.
Check injector pump timing.
Check and adjust idle speed, lubricate throttle linkage.
Check 'glow' plug wiring, heater plugs and starting aid controls.

Gearbox
Check and lubricate exposed gear shift mechanism.

Suspension
Check suspension dampers for leaks and security. Check fixings for security.

Electrical
Check operation of all external and internal lights, indicators, hazard and warning lamps.
Check and adjust headlamp alignment.
Remove battery leads, clean, grease and refit.

Wheels and Tyres
Check and adjust front wheel alignment.
Check tyres (including spare) for wear and damage. Check pressures.

Body
Check operation of door, bonnet and boot.
Lubricate hinges and locks (not steering lock).

Every 18,000 miles (29,000 km) or 12 months whichever occurs first

First carry out 9,000 miles (14,500 km) service
Plus the following:-
Engine
Replace air cleaner element.

Gearbox (manual and automatic)
Drain and replace gearbox oil.

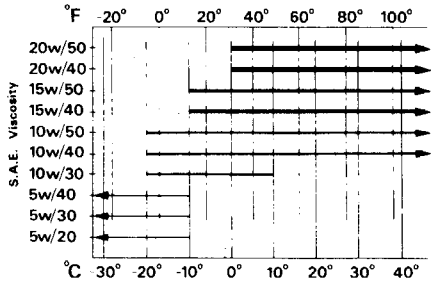
CAUTION: *It is recommended that the following service should be carried out at the intervals shown.*

18,000 miles (29,000 km)
Brake and clutch fluid is replaced.

27,000 miles (43,500 km)
Front hub bearing centre caps to be removed cleaned and grease applied to the bearings.

36,000 miles (58,000 km)
Hydraulic fluid seals and flexible hoses be renewed. Master and wheel cylinder bores be examined and parts renewed as necessary.

CAUTION: *If engine power decreases, black exhaust smoke is emitted or engine noise increases, check and if necessary adjust the fuel injection nozzle's starting pressure and fuel spray pattern.*



Multigrade engine oil viscosity/ambient temperature ranges

LUBRICATION

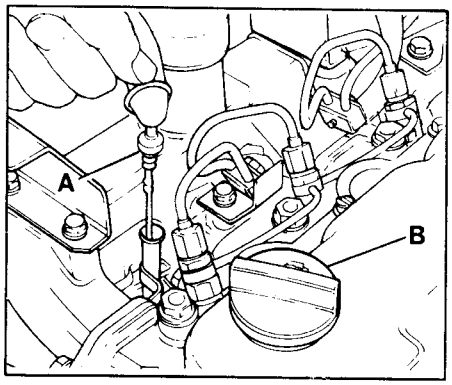
You should always use a high quality oil of the correct viscosity range in the engine, gearbox and rear axle during maintenance and when topping-up. The use of oil not to the correct specification can lead to high oil and fuel consumption and ultimately to damaged components.

Oil to the correct specification contains additives which disperse the corrosive acids formed by combustion and prevent the formation of sludge which can block the oilways. Additional oil additives should not be used. Always adhere to the recommended servicing intervals.

WARNING: Many liquids and other substances used in motor vehicles are poisonous and should under no circumstances be consumed and should so far as possible be kept away from open wounds. These substances among others include anti-freeze, brake fluid, fuel, windscreen washer additives, lubricants and various adhesives.

SERVICE LUBRICANTS

Component	Engine	Rear Axle and Idler	Manual Gearbox	Automatic Gearbox and Power Steering	Grease Points
Minimum performance level	*MIL-L-46152 or BLS 22 OL.02 or A.P.I. SE/CC*	*MIL-L-2105B*			*Multipurpose Lithium Grease N.L.G.I. Consistency No. 2*
BP	Vanllus M 15W/40	BP Hypogear 90 EP	BP Gear Oil SAE 80 EP or Hypo 80 EP	BP Autran DX 2D	BP Energrease L2
Castrol	Castrolite 10W/40 or GTX 15W/50	Castrol Hypoy B.E.P. 90	Castrol Hypoy Light EP 80W	Castrol TQ Dexron II	Castrol LM Grease
Duckhams	Hypergrade 15W/50	Duckhams Hypoid 90S	Hypoid 75W/90S or Hypoid 80	Duckhams D-Matic	LB10 Grease
Esso	Esso Superlube 10W/40	Esso Gear Oil GX85W/90		Esso ATF Dexron II	Esso Multipurpose Grease 'H'
Mobil	Mobil 10W/40 Mobil Super 10W/40	Mobilube HD 90	Mobilube GX 80	Mobil ATF 210	Mobilgrease MP or 'Special'
Petrofina	Dilano HPD 15W/40	Fina Pontonic MP 80W/90	Fina Pontonic N 80W/90	Dexron II	Fina Marson L2
Shell	Rimula 'X' 15W/40 or Rotellax 15W/40	Shell Spirax Heavy Duty 80W/90	Shell Spirax X 80W/90	Shell ATF Dexron II Automatic	Shell Retinax Grease A
Texaco	Eurotex SAE 15W/50 or Havoline 15W/40	Multigear Lubricant EP 90 or Geartex EP8 85W/90	Geartex EP-A SAE 80W	Texamatic 9226	Multifak EP2
Unipart	Unipart Super Multigrade 15W/40	Unipart EP90	Unipart EP80 Hypoid Gear Oil	Unipart Automatic Transmission Fluid Automatic	Unipart Multi-Purpose Grease



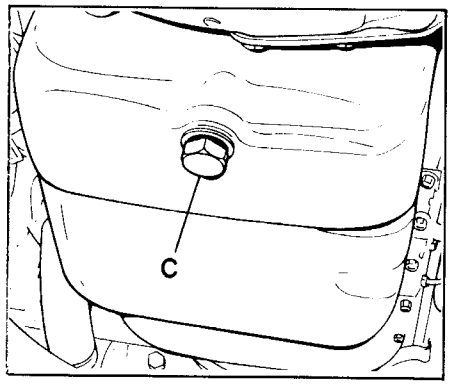
ENGINE

Engine oil level check
The oil should be at operating temperature. Turn off the engine, wait a few minutes for the oil to drain back into the sump.

Remove the dipstick (A) and wipe it clean. Re-insert the dipstick holding it in the position shown to enable it to manoeuvre the bend in the dipstick tube. Withdraw it and check the oil level indication.

The level should register between the cut-out edges. If the oil level is below the 'High' mark remove the oil filler cap (B) and pour in new recommended oil. Repeat the procedure until the level is correct.

Do not overfill.



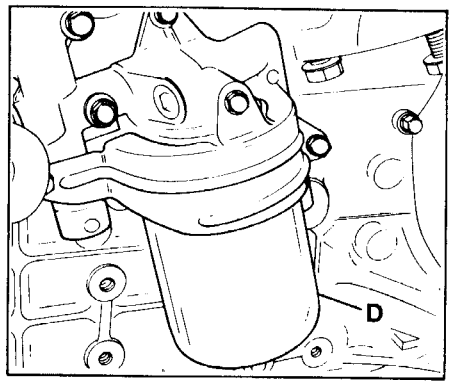
Engine oil drain and refill
Drain the oil whilst the engine is warm. Remove the oil filler cap (B) and place a large drain pan under the sump drain plug (C).

Remove the plug and allow the oil to drain completely. Clean and replace the drain plug, use a new sealing washer if necessary.

Refill with correct quality of oil and check the level on the dipstick. Check for oil leaks.

Note: *If the oil filter is to be changed, remove and replace it at the same time.*

WARNING: Used Engine Oils. Prolonged and repeated contact may cause serious skin disorders, including Dermatitis and Cancer. Avoid excessive contact, wash thoroughly after contact.
Keep out of reach of children.



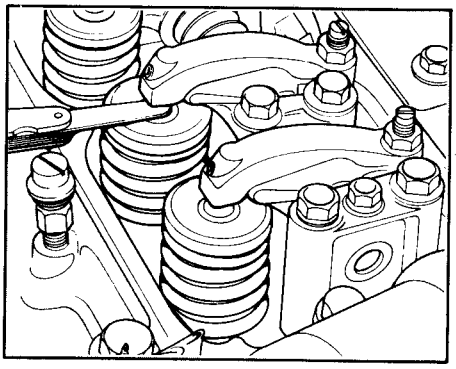
Oil filter replacement
If the engine oil filter is to be changed, the replacement must be made during an oil change.

Clean the area around the filter head and remove the oil filter (D) and discard it. Before installing the new filter smear a little engine oil on the rubber seal and on the engine mounting surface.

Screw the new element into position by hand only.

Add recommended oil to the correct level.

Start the engine and check for oil leakage around the oil filter. Turn the engine off and wait several minutes. Check engine oil level with the dipstick and add oil if necessary.



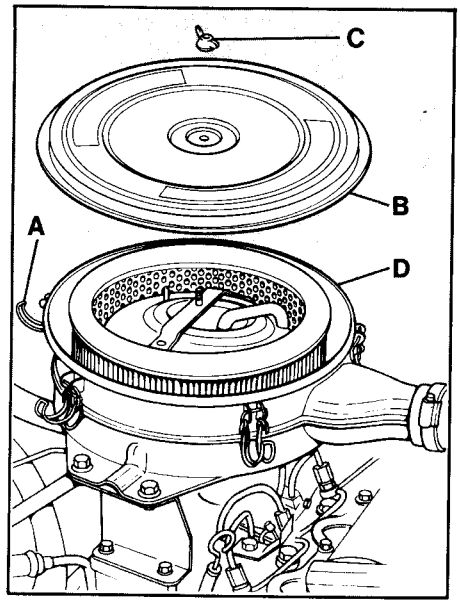
Valve rocker clearance
Checking and adjustment of valve clearances should be made whilst the engine is warm. Having first removed the air cleaner, and engine rocker cover.

Set No. 1 cylinder at top dead centre on its compression stroke and check, and adjust where necessary, valve clearances at 1, 2, 3, and 6.

Set No. 4 cylinder at top dead centre on its compression stroke and check, and adjust where necessary, valve clearances at 4, 5, 7, and 8.

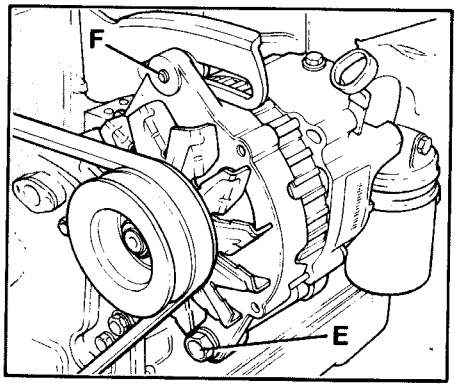
Intake and exhaust valve clearances are identical at 0.35mm (0.014ins). Torque locknuts for adjusting screws to 14-18 Nm (1.4-1.8 Kg m) (10-13lbs ft.).

Clean the rocker cover gasket sealing face and renew gasket if it is damaged. Refit the rocker cover and air cleaner.



Air cleaner element
Release the six spring clips (A) securing the cover (B) and the centre wingnut (C).

Check the filter element (D) to see if it is dirty. Shake and remove any dust present. If the element is badly contaminated, discard it and replace with a new filter element. Replace cover and secure with the six spring clips and centre wing nut.



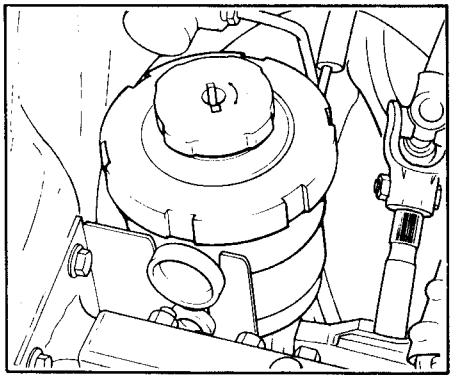
Alternator drive belt tension
To increase belt tension slacken the pivot securing bolt (E) and the tension adjusting bracket bolt (F).

Pivot the alternator away from the engine (i.e.) clockwise to tension the belt.

Tighten first the top bolt and then the pivot bolt. Check the belt tension.

Belt deflection should be "Checked" midway between the pullies.

Set deflections to between 9mm (0.35ins) and 11mm (0.43ins).

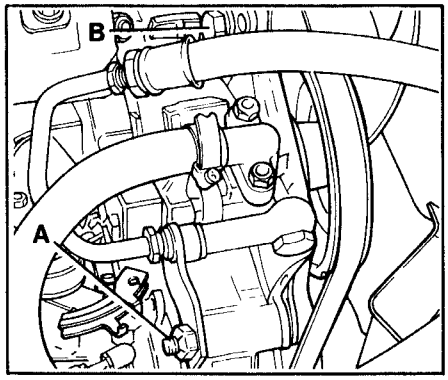


Power steering fluid level
The power steering unit is lubricated by the operating fluid. The fluid level can be checked by reference to the maximum and minimum marks on the outside of the plastic reservoir.

Adjust if necessary by adding fluid.

Ensure that the breather valve is clean before replacing the cap.

Do not overfill.



Power steering pump belt tension
Slacken the pivot bolt (A) and the bolt (B) securing the slotted quadrant, adjust as required.

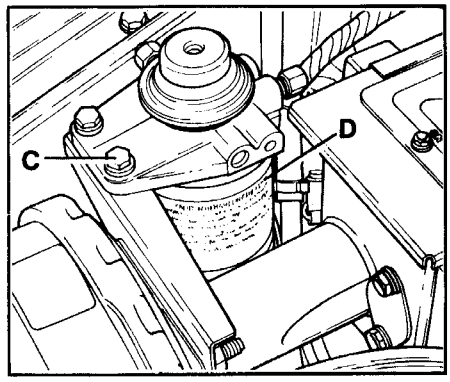
CAUTION: *Use hand pressure to rotate the pump assembly anti-clockwise to tension the belt.*

Never apply a lever between the pump body and the mounting bracket to tension the belt.

First tighten bolt (B) and then bolt (A).

When correct, the belt may be deflected by thumb by between 8mm (0.31ins) and 10mm (0.39ins).

Diesel fuel injectors
Injector cleaning and testing requires specialised high pressure equipment and must be entrusted to your Dealer or Agent.



Fuel filter replacement
At the prescribed period of filter replacement it may be necessary to release the assembly in order to gain access to the filter.

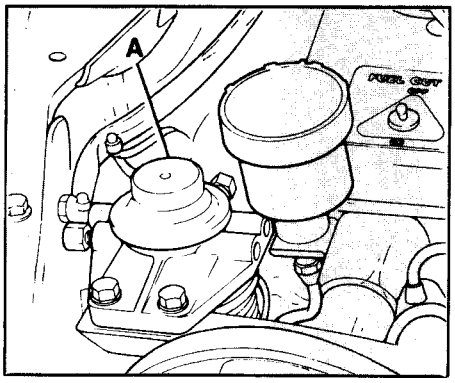
The complete assembly may be released in the following manner:-

Disconnect the sedimentor warning light lead at the multi-connector (Press and pull apart).

Remove the two bolts (C) securing the filter assembly and lift clear. Unscrew the base sensor unit and drain tube assembly, and retain.

Unscrew the filter (D) element from the top fuel priming assembly, and replace, with a new filter element assembly.

Reassemble the complete unit in the reverse order to that given above.

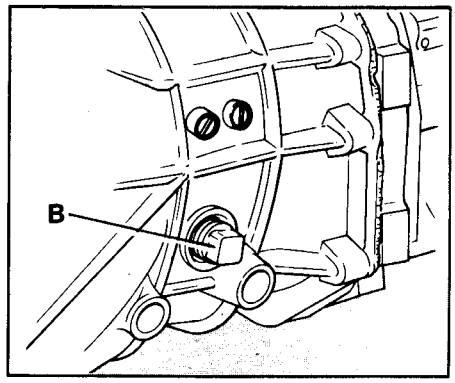


Bleeding air from the diesel fuel system
If the red warning light comes on at (5) whilst the engine is running, attention to the fuel sedimentor is necessary. Loosen the drain valve 4 to 5 turns to drain any water present from the base.

Do not loosen more than necessary for risk of dropping the connection.

To ensure complete drainage of water move the priming pump (A) up and down. After the water has been completely drained, close the drain valve.

When refilling an empty fuel tank or draining water, bleed air out of the fuel system. Move the priming pump up and down until there is a change in the resistance to movement.

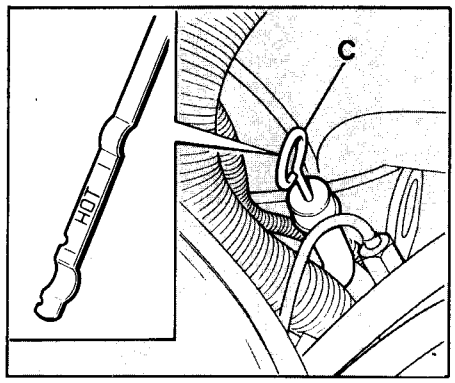


MANUAL GEARBOX

Oil level
With the vehicle standing on level ground remove the oil level plug (B).

Should the oil level need replenishing, top-up using a suitable dispenser such as a pump type oil can with a flexible nozzle.

Until the oil is level with the bottom of the filler plug threads. Allow surplus oil to drain away before refitting the level plug and wiping clean.



AUTOMATIC GEARBOX

Fluid level
The transmission fluid should be at normal operating temperature approx. 70·C (158·F).

Should the fluid not be at working temperature, apply the handbrake firmly. Start the engine and with the footbrake firmly applied, run the engine at idle speed for approx. 2 to 3 minutes passing the selector lever through the complete range of positions two or three times pausing for about 10 seconds in each to ensure that the transmission is primed.

Select **'P'** (Park) position and keep the handbrake applied.

Leave the engine running at idle speed. Remove the transmission dipstick (C) and wipe it clean.

Re-insert the dipstick all the way, being careful to insert it in a position to allow it to manoeuvre the bend in the dipstick tube.

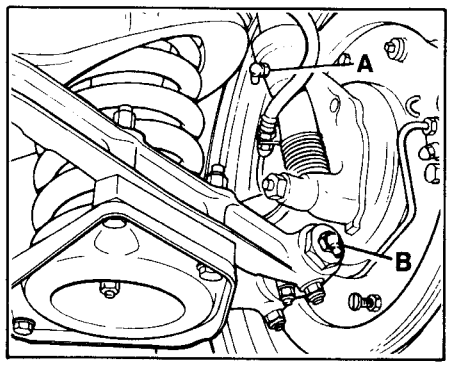
Remove the dipstick again and check the fluid level. It should be between High and Low on the "Hot" side of the dipstick.

If the level is at or below the low mark, add fluid up to the high mark.

Do not overfill above the high mark, add fluid through the dipstick tube. Repeat instructions until the fluid level is correct.

USE ONLY DEXRON TYPE FLUID.

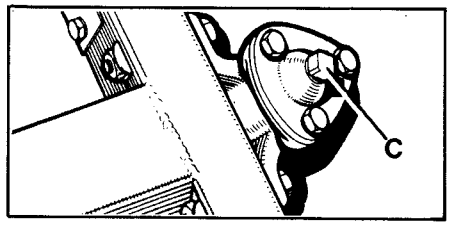
Parking pawl engagement check
Stand the car on a level surface. Switch off the engine, release the handbrake and move the selector lever to **'P'** (Park). Attempt to push the car backwards and forwards; the car should not move. Consult your Dealer if the cab does move.



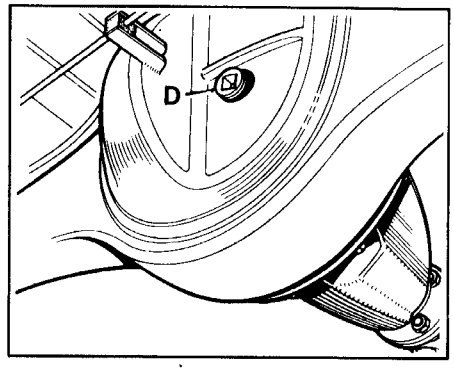
STEERING

Grease nipples are provided at the top and bottom of each swivel pin (A), at either end of the lower link fulcrum pin (B).

Wipe away all dirt from the nipples and inject grease, giving three or four strokes of the gun to each nipple.

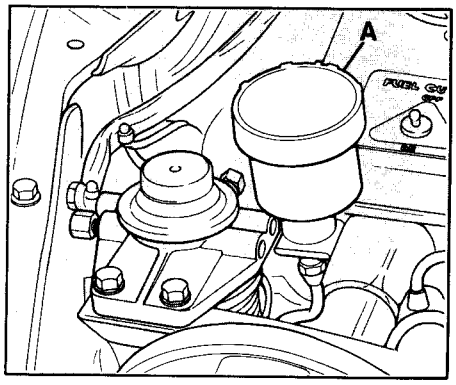


Steering idler
Wipe away all dirt from around the oil filler plug (C) and inject oil to bring the level up to the filler plug aperture.



REAR AXLE

Oil level
With the vehicle standing on level ground, clean all dirt from around the oil filler and level plug (D) and remove the plug. Top up the oil until it is level with the bottom of the filler hole threads. Allow surplus oil to drain before refitting the plug and wiping clean.



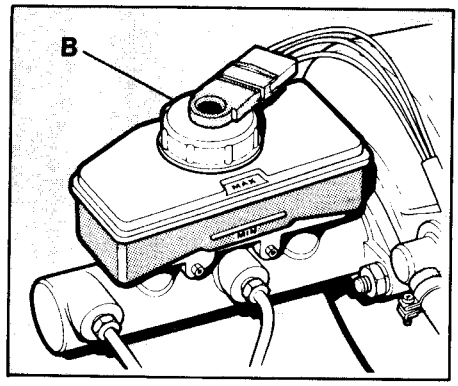
CLUTCH AND BRAKE HYDRAULIC SYSTEMS

Clutch fluid reservoir
Unscrew the cap (A) and top-up the fluid level in the reservoir to the MAX. mark on the body.

Ensure the air vent in the cap is clear before replacing the cap.

Brake fluid reservoir
Wipe the reservoir body clean and check the fluid level. If the brake fluid is below the 'maximum' mark, hold the centre terminal block stationary and unscrew the outer rim of the cap (B) to remove it.

Top-up the fluid and ensure the breather valve area is clean before replacing the cap.



Brake and clutch fluids
Use a fluid which complys with specification FMVSS 116 DOT 3 or SAE J1703CC specification.

Do not use any other type of fluid.

CAUTION: *Brake fluid will damage paintwork.*

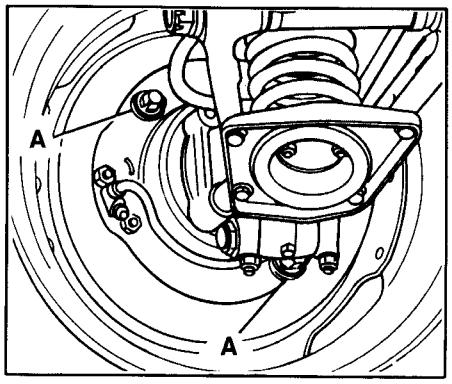
Care must be taken always to observe the following points:

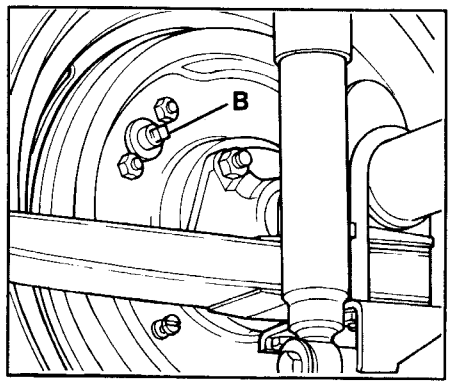
- At all times use the recommended brake fluid.
- Never leave fluid in unsealed containers. It absorbs moisture quickly and can be dangerous if used in your braking system in this condition.
- Fluid drained from the system or used for bleeding is best discarded.
- The necessity for absolute cleanliness throughout cannot be over-emphasized.

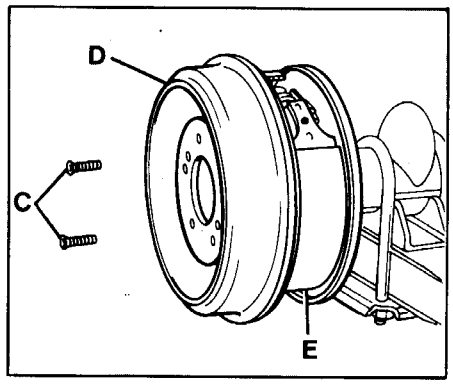
Corrective maintenance
In addition to the recommended periodical inspection of brake components it is advisable as the vehicle ages, and as a precaution against the effects of wear and deterioration, to make a more searching inspection and renew parts as necessary.

It is recommended that:

1. Brake linings, hoses and pipes should be examined at intervals no greater than those laid down in the Service Schedule.
2. Under normal operating conditions, brake fluid should be changed completely every 18,000 miles (29,000 km), or 12 months whichever is the sooner.
   If the vehicle is frequently subjected to severe driving or operating conditions, it may be necessary to change the brake fluid at shorter intervals.
3. All fluid seals in the hydraulic system and all flexible hoses should be renewed every 36,000 miles (58,000 km) or 2 years whichever is sooner. At the same time the working surfaces of the pistons and of the bores of the master cylinder, wheel cylinders, and other slave cylinders should be examined and new parts fitted where necessary.







BRAKES

The handbrake is automatically adjusted with the rear brakes.

Excessive brake pedal travel is an indication that the brakes require adjusting.

Front brakes
Apply the handbrake and place blocks against the rear tyres to prevent the vehicle rolling.

Jack up the vehicle until a front wheel is free to rotate and place suitable additional supports beneath the chassis near the jack.

Turn one adjuster (A) clockwise, viewed from the centre of the vehicle, until the wheel locks then turn the adjuster anti-clockwise until the wheel is just free to rotate.

Repeat for the other adjuster. Repeat for the other wheel, remove safety supports, jack and safety blocks.

Rear brakes
Place blocks against the front tyres to prevent rolling and release the handbrake.

Jack up until a wheel is free to rotate and position safety supports beneath the chassis near the jack.

Turn the adjuster (B) clockwise, viewed from the centre of the vehicle, until the wheel locks. Turn the adjuster anti-clockwise until the wheel will rotate just free of brake lining friction.

Apply the footbrake to centralise the brake shoes and check that the wheel remains free to rotate.

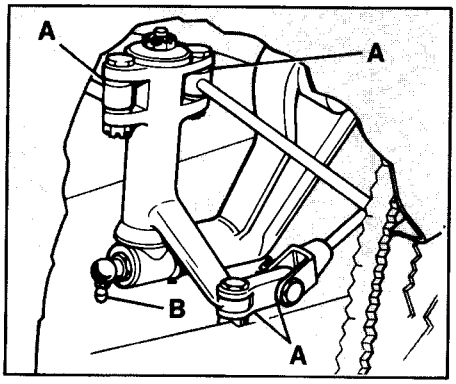
Lubricate the adjuster stem, repeat for the other wheel, remove the safety supports and jack. Apply the handbrake and remove the safety blocks.

Lining inspection
Jack-up each wheel in turn.

Jacking instructions and precautions are detailed on page 38. Remove the road wheel and slacken the brake adjuster(s) fully. Remove the two countersunk screws (C) and withdraw the brake drum (D). Inspect the linings (E) for wear and carefully wipe the dust from the backplate assembly and drum, preferably using methylated spirits (denatured alcohol).

WARNING: Brake lining dust is dangerous to health if inhaled.
Do not use an air line to blow dust from the brake assemblies. Asbestos dust from brake linings can be a serious health risk if inhaled.

If the lining thickness is less than ⅛ in (3.0mm) it is not sufficient to allow the vehicle to be driven safely until the next inspection and new linings must be fitted. Refit the drum and road wheel and adjust the brakes.



Replacing brake shoes
When it becomes necessary to renew the brake shoes, it is essential that only the correct grade of lining is used. Always fit new shoes as complete axle sets, never individually or as a single wheel set. Serious consequences could result from out-of-balance braking due to a mixture of linings.

Handbrake linkage
Lubricate the pivot pins (A).

Wipe dirt from the nipple (B) on the brake rod compensator on the rear axle and give three or four strokes with a grease gun.

TYRES

WARNING: Driving with under-inflated tyres can be hazardous and causes rapid tyre wear and possible permanent damage to the cords of the tyre casing.

Owners are reminded that tyre wear and inflation pressures are subject to legal requirements. Check the tyre pressure weekly, including the spare, and adjust if necessary to the recommendations given in General Specification Data. The spare tyre should be maintained at the highest recommended pressure and adjusted before use.

Pressures should be checked when the tyres are cold, and should not be reduced in warm tyres where the increases above normal pressure is due to temperature. Tyres are permeable and a natural pressure loss will occur with time: any unusual pressure loss should be investigated and if necessary increase the pressure.

Valves and caps
Screw the valve caps down firmly by hand. Do not use tools as too much force will damage the cap. The cap prevents the entry of dirt into the valve mechanism and forms an additional seal on the valve.

Tyre care
The tyres should be inspected at frequent intervals for damage and wear. Excessive local distortion as a result of striking a kerb, a loose brick, a deep pot-hole, etc., may cause the casing cords to fracture. Every effort should be made to avoid such obstacles.

Any oil or grease which may get onto the tyres should be cleaned off by using petrol (gasoline) sparingly. Do not use paraffin (kerosene), which has a detrimental effect on rubber.

Flints and other sharp objects should be removed with a penknife or similar tool. If neglected, they may work through the tyre.

Tubeless tyres
Normally a tubeless tyre will not leak as a result of penetration by a nail or other puncturing object, provided it is left in the tyre. At a convenient time have the new tyre removed for vulcanizing.

COOLING SYSTEM

WARNING: To avoid injury from escaping steam, the radiator cap and the pressure relief cap on the expansion tank must not be removed while the system is hot.

Topping-up
To check that the cooling system is full, remove the pressure relief cap (A) from the expansion tank. Squeeze the radiator top hose and observe the movement of the coolant within the expansion tank. If necessary add coolant to bring the level up to the mark indicated. Refit the pressure relief cap.

Radiator filler cap
The radiator cap (B) can be removed while the engine is cold and after the expansion tank cap (A) has been removed to release pressure in the system.

The radiator should always be completely filled with coolant and is fitted with a plain cap.

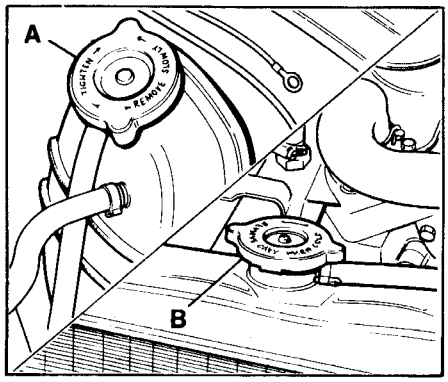
Do not fit the radiator cap to the expansion cap.

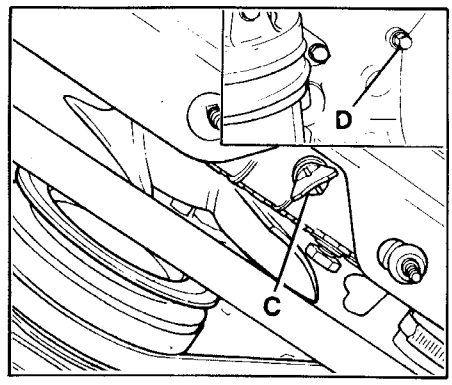
Draining the system
There are two locations at which the coolant should **be** drained simultaneously.

The drain plug (C) at the bottom of the radiator.

The engine drain plug (D) situated on the LHS of the engine block and adjacent to the transmission housing.

Before refilling the system with coolant to the correct proportions of anti-freeze. Close the radiator drain tap and replace the engine drain plug.





Frost precautions
We recommend that the cooling system always contains anti-freeze in order to protect against damage to the engine and heater during freezing conditions. Have your dealer or agent to check the specific gravity of the coolant (water mixed with anti-freeze solution) at the beginning of autumn.

When topping-up the cooling system use anti-freeze solution. Use an ethylene Glycol based anti-freeze (containing no methanol) with non phosphate corrosion inhibitors. The overall anti-freeze concentration should not fall below 30% by volume to ensure that the anti-corrosion properties of the coolant are maintained.

Every two years the cooling system should be drained, flushed and refilled with the correct amount of anti-freeze solution. Do not use anti-freeze in the screen washing equipment.

The recommended quantities of anti-freeze solution are given below.

Solution	Amount of anti-freeze		Commences freezing		Frozen solid	
%	*Litres*	*Pts*	°C	°F	°C	°F
33⅓	3.33	5.25	−19	−2	−36	−33
50	5.00	8.75	−36	−33	−48	−53

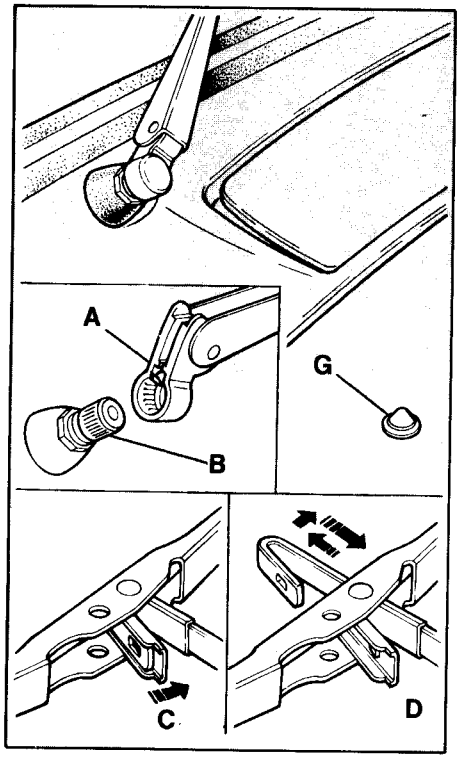
Windscreen wiper arm
To reposition a wiper blade, hold the retaining clip (A) clear of the spindle (B), and withdraw the arm. Fit the arm on the spindle in the required position and press down until it is retained by the clip.

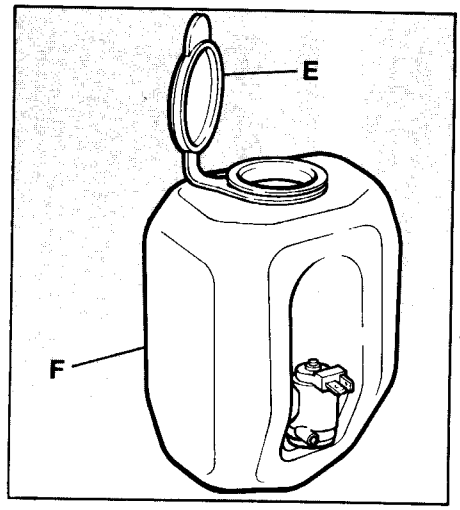
Windscreen wiper blade
To renew a wiper blade, pull the wiper arm away from the windscreen, press inwards the leaf spring (C) and push the wiper blade hook (D) free of the arm. Withdraw the blade from the arm. To replace reverse the operation.

Windscreen washer
Use in conjunction with the windscreen wiper in dusty and muddy conditions. Replenish the fluid through the filler (E) in the top of the plastic container (F). The washer reservoir should be filled with a mixture of water and screenwash. In freezing conditions use a proprietary all seasons screenwash.

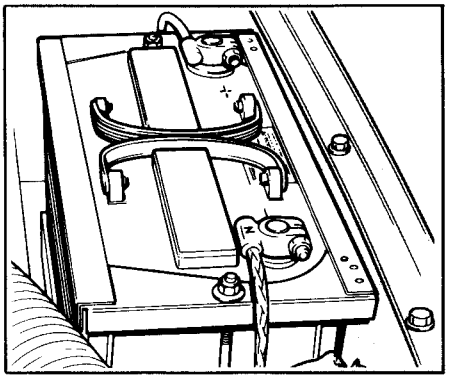
Do not use radiator anti-freeze.

To adjust the washer jets (G), insert a thin needle in the orifice of the jet and swivel the jet ball to the required position. The water jet should strike the windscreen at the centre and highest point of the windscreen wiper blade arc. Take care not to damage the jet orifice when carrying out adjustments.





Maintenance



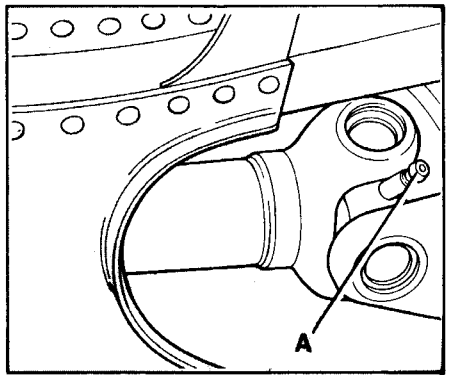
BATTERY — Negative Earth

Topping-up the electrolyte
Do not use a naked light when checking the electrolyte level.

Remove the sealing plugs and check that the electrolyte covers the plate dividers in each cell.

If necessary pour distilled water into each cell until the plates are covered.

Ensure the sealing plug vents are clear and replace the plugs.



PROPELLER SHAFT

There are two grease nipples, one on each of the universal joints (A). Wipe away all dirt from the nipples and inject grease, giving three or four strokes of the gun to each nipple.

BODY

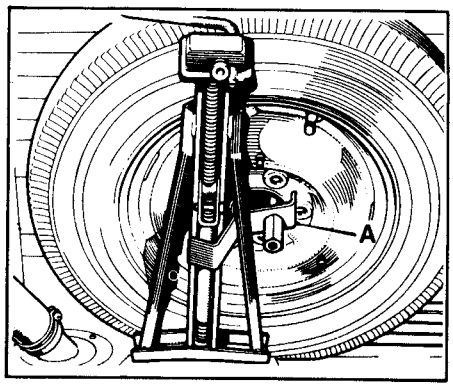
Locks, hinges and catches
To ensure trouble-free operation, it is essential that the door locks, hinges, and catches are adequately lubricated.

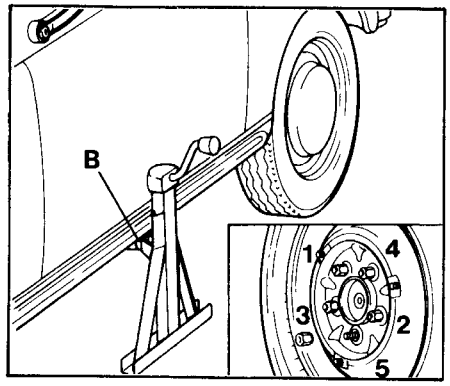
Locks
Inject a small quantity of thin oil, through key slots, around the push buttons. **Do not oil the steering lock.**

Hinges Apply grease or oil to the moving joints of the hinges.

Bonnet catches Apply grease to the moving surfaces of the bonnet release mechanism and oil to the release lever and safety catch pivot points.

Replacement & Data





WHEELS AND TYRES

Spare wheel and jack
The spare wheel and jack are retained in the luggage compartment by a plate (A) and nut. The wheelbrace is secured by clips to the underside of the rear parcel shelf.

Neglecting the jack may lead to difficulty in a road-side emergency. Examine it occasionally and clean and lightly oil the thread to prevent rust.

Jacking
Apply the handbrake and place blocks at one of the wheels to stop it rolling when the vehicle is being jacked up.

There are two jacking sockets (B), one on each side of the vehicle below the running-board and the front door. Ensure that the spigot of the jack is pushed well into the socket before screwing up the jack with the handle provided.

WARNING: Do not work beneath the vehicle with the jack as the sole means of support. Place suitable additional supports beneath the chassis at a point near to the jack.

Changing a wheel
Apply the handbrake and place blocks at one of the wheels. Prise off the hub cover, using the flattened end of the wheelbrace. Do not lever the cover from the wheel centre but give a sideways twist with the tool provided.

Slacken the wheel nuts half a turn, i.e turn anti-clockwise to loosen. Jack up the vehicle sufficiently to enable a wheel with a fully inflated tyre to be removed. Remove the wheel nuts and lift off the wheel.

When replacing the wheel, first lightly screw on the nuts ensuring that their conical faces seat correctly in the recesses of the wheel stud holes. Lower the jack and fully tighten the wheel nuts in the order shown above.

A torque wrench set to 65 lbf ft (9.0 kgf m) should be used to tighten the wheel nuts whenever possible. Place the rim of the hub cover over two of the studs on the wheel centre and give the outer face of it a sharp blow with the fist over the third stud. Remove the jack and blocks.

Cross-ply tyres
Cross-ply tyres should be fitted only in sets of four, although in certain circumstances it is permissible to fit a pair on the front wheels only. Tyres of different construction must not be used on the same axle. A pair must never be fitted to the rear wheels with conventional tyres at the front.

Positional changing of wheels must not be undertaken if radial-ply tyres have been fitted to the rear wheels only. Consult your Dealer before changing to radial-ply tyres.

BEING TOWED FOR RECOVERY

WARNING: To ensure that the steering does not lock up when the vehicle is being towed, it is essential that the steering lock starter key is turned to position 'I' and remains there whilst the vehicle is moving.

WARNING: When the vehicle is being towed without the engine running, greater pedal effort than normal will be necessary to apply the footbrake.

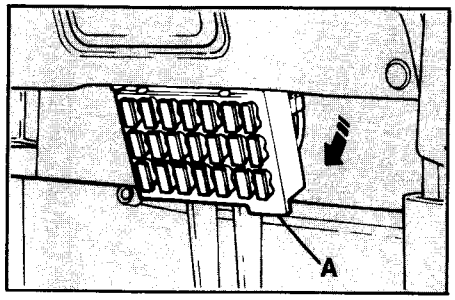
Being towed – automatic gearbox
Before being towed add an extra 3 pints (3.6 U.S. pints, 1.7 litres) to the transmission and move the selector lever to **'N'**.

A vehicle fitted with automatic transmission

must not be towed at speeds higher than 30 m.p.h. (48 km/h) or for a distance greater than 30 miles (48 km).

***CAUTION:** When the vehicle is being transported, **'P'** must be selected; except if the vehicle is being carried as rail freight, when **'N'** must be selected. The handbrake must always be applied.*

Towing – automatic gearbox
When towing another vehicle, always select **'2'** before ascending or descending steep gradients. Driving in these conditions with **'D'** selected can give rise to dangerous overheating of the transmission fluid.



FUSES

The fuse box (A) is located under the fascia on the right-hand side and can be released for attention by moving the spring retaining clip on the left hand side of the box, towards the left.

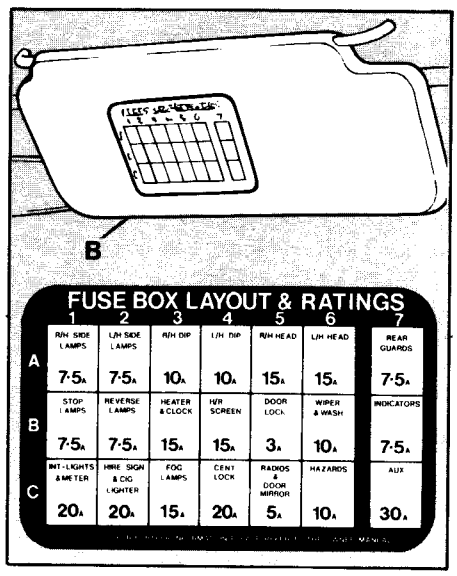
Spare fuses
The fuse box contains a section of six spare fuses 30A; 20A; 15A; 10A; 7/5A and 5A, disposed along the top and bottom edges of the fuse display.

The value of each fuse is marked on each fuse body.

A logo providing identification, layout and rating of each fuse is located on the reverse side of the driver's sun visor (B).

If a new fuse 'blows' immediately and the cause of the trouble cannot be found, have the equipment examined by a Dealer.

A full selection of spare fuses should be kept at all times.



BATTERY BOOST STARTING AND CHARGING

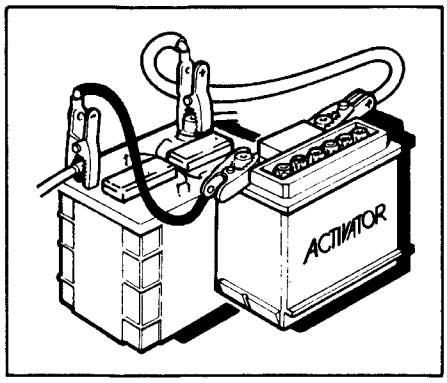
Battery boosting
A high-speed battery charger must not be used as a starting aid.

CAUTION: *The following precautions must be observed to avoid the possibility of serious damage to the charging system or electrical components of the vehicle.*

When connecting an additional battery to boost a discharged battery in the vehicle, ensure that:

- the booster battery is of the same nominal voltage as the vehicle battery;
- the interconnecting cables are of sufficient capacity to carry starting current;
- the cables are interconnected one at a time to the booster battery first;
- the cables are connected between the battery terminals in the following order: + (positive) to + (positive) and then − (negative) to − (negative);
- the engine speed is reduced to 1,000 rev/min or below before disconnecting the boost battery. The vehicle battery must never be disconnected while the engine is running.

Battery charging
A high-speed charger may only be used if the battery has been completely disconnected from the vehicle electrical system. Certain types of maintenance-free batteries, for example the lead-calcium type, can be damaged by



high-speed chargers. If in doubt, consult your Dealer or Agent.

When charging a battery in the vehicle from an outside source such as a trickle charger, ensure that:

- the charger output voltage is the same as the nominal voltage of the battery;
- the charger + (positive) lead is connected to the + (positive) terminal of the battery;
- the charger − (negative) lead is connected to the − (negative) terminal of the battery.

Polarity
The electrical installation on the vehicle is NEGATIVE (−) earth return and the correct polarity must be maintained at all times. Reversed polarity will permanently damage semi-conductor devices in the alternator and radio (if fitted).

Before fitting a radio or any other electrical equipment, make certain that it has the correct earth-return polarity for installation in this vehicle.

Alternator
The following precautions must be observed to avoid damage to the alternator and its ancillary components.

Ensure that the correct battery polarity is maintained at all times; reversed battery or charger connections will damage the alternator rectifiers.

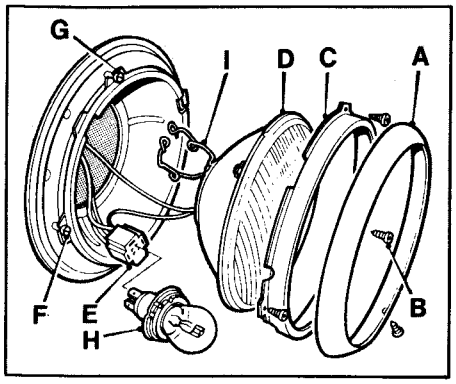
The battery must never be disconnected while the engine is running.

Never use an ohmmeter of the type incorporating a hand-driven generator for checking the rectifiers of the transistors.

It is important that the belt tension is set correctly; if the correct tools are not available consult your Dealer.

Fit a new belt with a moderate degree of tension, run the engine for five minutes at 1,000 rev/min, stop the engine, then set the belt to the correct tension.

WARNING: Additions or modifications to the electrical system could be dangerous.

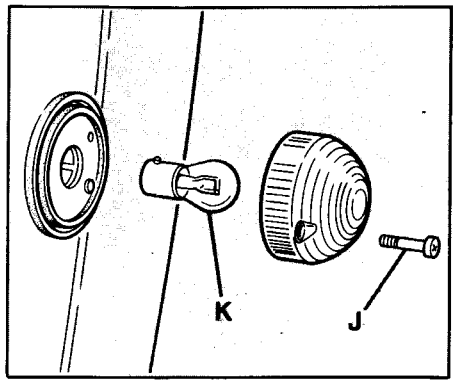


LAMPS

Headlamps
To renew a headlamp bulb remove the headlamp rim (A), remove the three screws (B) retaining the light unit plate (C). Detach the plate and lift out the unit (D). Pull the socket (E) from back of the unit and release the bulb (H) by disengaging the retaining spring (I) from the reflector. Fit the new bulb with the location tabs and retaining spring correctly engaged with the reflector unit.

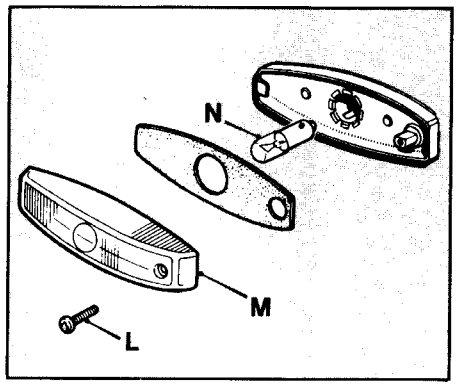
RH and LH Steering
Horizontal and vertical adjustment of the light beam is controlled by screws (F) and (G).

Sidelamps
The sidelamps are incorporated in the headlamps. Remove the headlamp rim and detach the light unit. Pull off the plug at the back of the light unit. Pull the sidelamp bulb out of its holder in the plug.



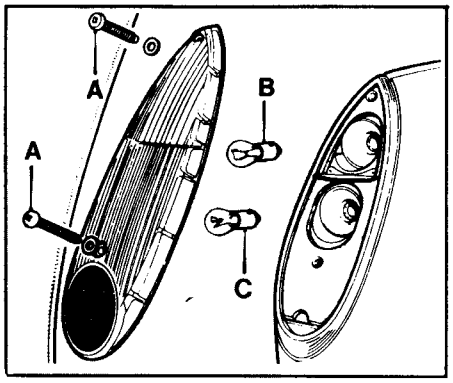
Front direction indicator lamps
To replace a bulb remove the two fixing screws (J) and remove the lens. The bulb (K) can then be withdrawn.

Ensure that the lens is secured correctly when fitting.



Direction indicator repeater lamps
To renew a bulb, remove the lens retaining screw (L) and lift out the lens (M). The bayonet-cap type bulb (N) can then be removed.

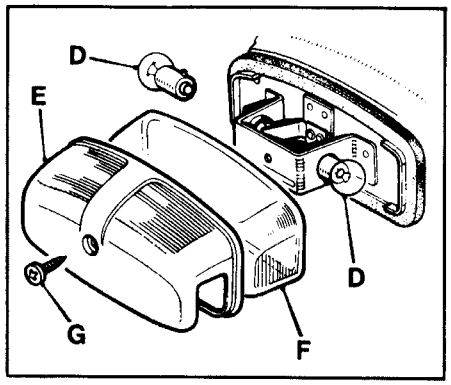
When replacing the lens, ensure the moulded recess in the end of the lens engages under the tag on the lamp base.



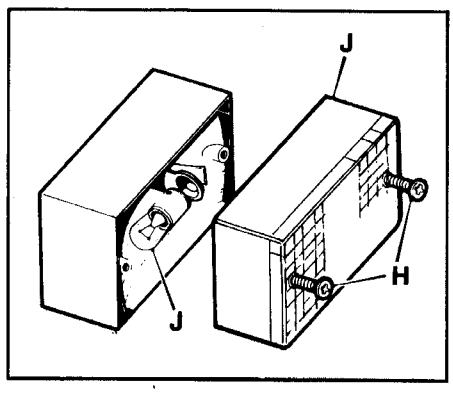
Stop, tail and direction indicator lamps
To renew a bulb, remove the two screws (A) retaining the lens. The bayonet-cap type bulbs (B) and (C) can then be removed.

Note that the double-filament stop/tail bulb (C) has offset locating pins to ensure correct replacement in the bulb holder.

Parcel Shelf Stop Lamp
To replace bulb unscrew the two posidrive type screws each side of the lamp assembly body and withdraw the assembly from its mounting plate for the total amount of electric connection cable. Unclip the plastic lens and lens hood (press plastic and withdraw). Access to the bulb is now possible from the front of the lamp assembly. Reassemble the lamp following reverse procedure to the above.

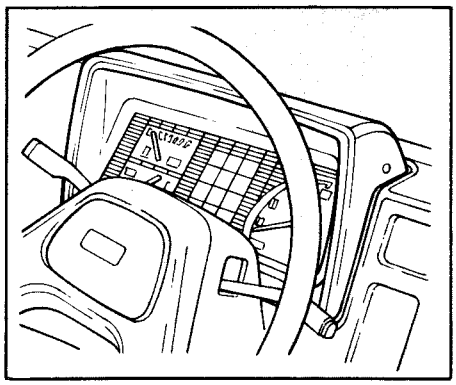


Number-plate lamp
The number-plate lamp only operates when the sidelamps and tail lamps are switched on. Twin-bayonet-fixing bulbs (D) are fitted and the cover (E) and glass (F) may be removed after slackening the small retaining screw (G).



Reversing Lamp and Rear-fog guard lamp
To gain access to the bulb, release the two screws (H) and remove the lamp lens (I). Press in and turn the bulb (J) to remove it.

Fit a new bulb, then fit the lens and tighten the retaining screws.



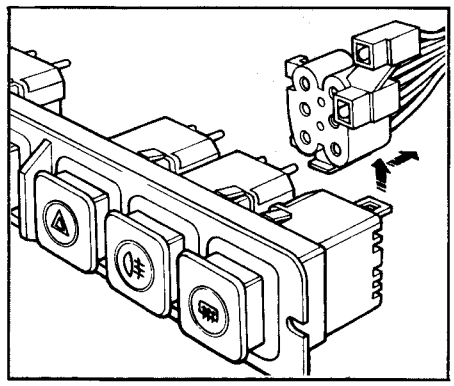
Instrument Panel
We recommend that replacement of warning light or illumination light bulbs should be undertaken only by an approved Agent/Dealer.

To renew any of the warning lights or instrument light bulbs, the instrument panel has to be removed. Remove the four screws retaining the instrument cowl and remove the cowl. Remove the two screws securing the instrument panel and unplug the two multi pin plugs.

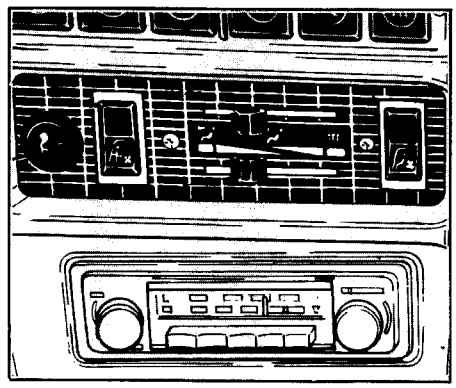
The speedometer cable can be released by pinching and pulling it free from the instrument assembly.

Any of the warning lamp bayonet fittings may be released by twisting them anti-clockwise.

The two instrument illumination lamps, bayonet fittings, are mounted on the top face of the instrument and may be released from the printed circuit in similar manner to the above.



Push button illumination
Access to the rear of the push button assemblies is effected by removal of the two fixing screws. The assembly as a whole may be pulled forward and completely released by unplugging the multipin connectors. Each connector carries a push button illumination capless bulb which can be removed by pulling it from its holder. The internal bulb holders contained in the push button heads (where present) may be unplugged and their capless bulbs replaced in similar manner to the above. The push button units themselves may be released from the sub-fascia strips by pressing inwards the two plastic ears and easing the unit forward and clear.

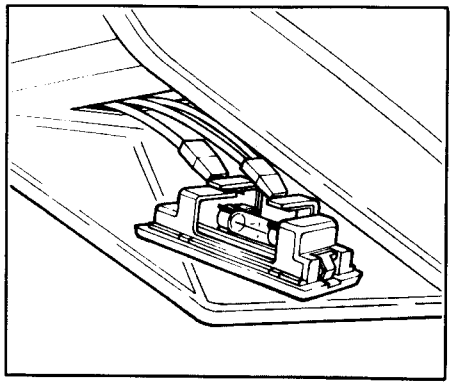


Heater control panel
Removal of the panel provides access to the following bulbs:-

Heater control illumination
Cigar lighter illumination
Passengers blower switch illumination
Drivers blower switch illumination

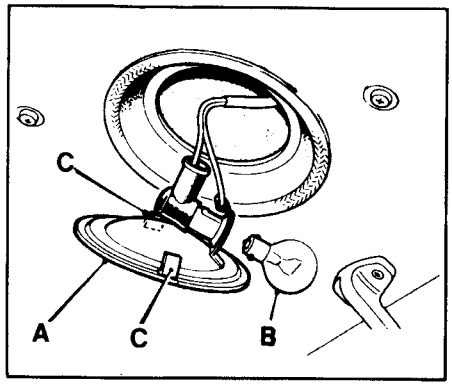
Pull the two heater slide control knobs from their levers. Remove the four outer and two inner panel retaining screws and remove the panel.

The bulbs mentioned above are now readily accessible for replacement.



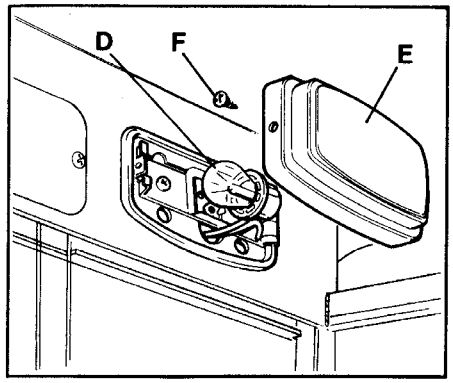
Roof console interior lamp
The bulb is accessible for replacement on removal of the lamp lens.

The console must be removed in order to gain access to the hire sign lamp. Remove the two screws securing the moulding to the roof and slide it rearwards.

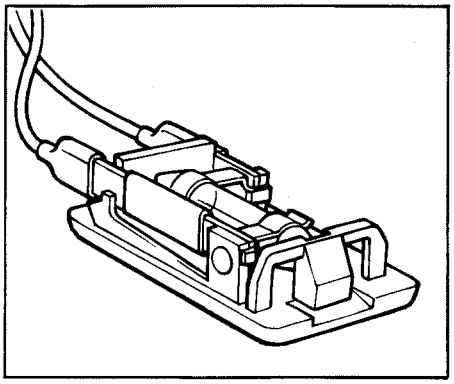


Roof hire-sign lamp
To renew a bulb, prise out the centre disc (A) of the lamp and remove the bayonet-cap type bulb (B) from its holder.

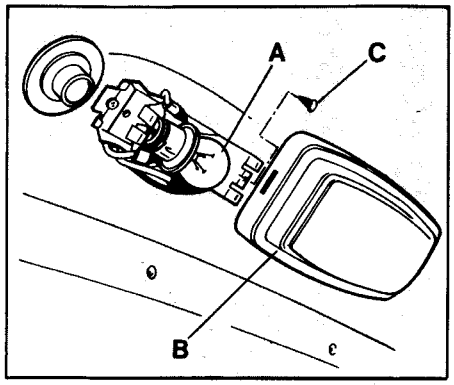
Ensure that the spring retainers (C) on the centre disc engage correctly when refitting.



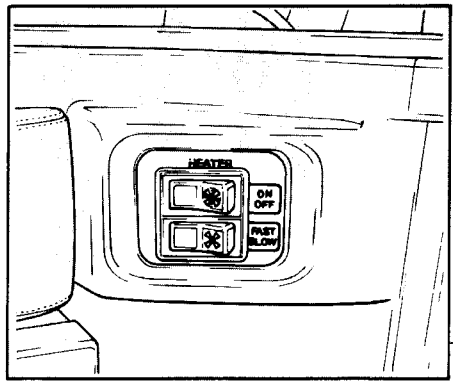
Driver's interior lamp
A double-filament bayonet-fixing bulb (D) is fitted and the glass and bezel (E) may be removed after screwing the small retaining screw (F) out of the bezel.



Front and rear courtesy lamps
The bulb is accessible for replacement on the removal of the lamp lens.



Passenger's interior lamp
A double-filament bayonet-fixing bulb (A) is fitted and the glass and bezel (B) may be removed after screwing the small retaining screw (C) out of the bezel.



Passengers compartment heater control switches – illumination
To change a bulb in either of the two switches the panel holding the two switches must be removed. Prise the panel from the driver's partition. The rocker switches may be removed by depressing the two plastic ears and easing the unit clear. The capless bulb holder may be unplugged and the bulb replaced by pulling it from its holder.

Wheelchair anchorage switch
The bulb is an integral part of the switch and is not replaceable separately. To replace the switch, prise the assembly free of the partition, remove the spade type connectors and connect new switch. New switch can be pushed back into the partition aperture.

REPLACEMENT BULBS

	Type	Wattage	Part No.
Headlamps – quartz halogen	Bayonet	60/55W	Lucas LLB 472
Sidelamps	Bayonet	5W	GLB 501
Front direction indicator lamps	Bayonet	21W	GLB 382
Direction repeater lamps	Bayonet	4W	GLB 233
Stop and tail lamp	Bayonet	5/21W	GLB 380
Parcel shelf stop lamp	Bayonet	21W	SCC 382
Rear direction indicator lamps	Bayonet	21W	GLB 382
Number plate lamp	Bayonet	5W	GLB 989
Rear fog guard lamp	Bayonet	21W	GLB 382
Reversing lamp	Bayonet	21W	GLB 382
Instrument panel illumination	Capless	Green	ADV 7583
Instrument panel warning lights			
Direction LH	Bayonet	1.2W	ADU 6262
Direction RH	Bayonet	1.2W	ADU 6262
Main Beam	Bayonet	1.2W	ADU 6262
Washer Reservoir	Bayonet	1.2W	ADU 6262
Sidelights	Bayonet	1.2W	ADU 6262
Oil Pressure	Bayonet	1.2W	ADU 6262
Handbrake	Bayonet	1.2W	ADU 6262
Battery Charge	Capless	1.2W	GLB 713
Brake Failure	Bayonet	1.2W	ADU 6262
LH Rear Door	Bayonet	1.2W	ADU 6262
RH Rear Door	Bayonet	1.2W	ADU 6262
Fascia – push buttons			
Hazard warning Red	Capless	1.2W	ADU 7584
Fog guard Amber	Capless	1.2W	ADU 7585
Heated rear screen Amber	Capless	1.2W	ADU 7585
Push button illumination Green	Capless	1.2W	ADU 7583
Fascia switches			
Driver's air distribution	Capless	1.2W	Lucas 286
Driver's blower	Capless	1.2W	Lucas 286
Cigar lighter	Bayonet	2.2W	GLB 987
Panel illumination 10mm	Capless	24V 3W	Lucas 505
Taxi hire sign	Capless	1.2W	Lucas 286
Fascia warning lights Red			600327
Amber			600328
Green			600329
Roof console			
Cab illumination	Festoon	10W	Lucas 265
Taxi hire sign	Bayonet	36W	GLB 57
Clock	Bayonet	1.2W	ADU 6262
Driver's interior lamp	Bayonet	5/21W	GLB 380
Front and rear courtesy lamps	Festoon	5W	Lucas 239
Passenger interior lamps	Bayonet	5/21W	GLB 380
Pasenger heater and blower switch	Capless	1.2W	Lucas 286
Passenger rear door warning light Red		2W	JHM 927
Wheelchair anchorage switch Red			600360

GENERAL SPECIFICATION DATA

The vehicle specification may vary according to market requirements and from model to model. The manufacturers reserve the right to alter specifications with or without notice at any time. The policy of constant product improvement by the manufacturers may involve major or minor changes to the vehicle specification. Whilst every effort is made to ensure accuracy of the particulars contained in this Handbook, no liabilities for inaccuracies or the consequences thereof can be accepted by the manufacturer or the Dealer who supplied the Handbook. During running-in from new, certain adjustments vary from the specification figures detailed. They will be set to specification by your Dealer at the After-Sales Free Service and should thereafter be maintained throughout the vehicle's life.

Engine

Type	Diesel
Number of cylinders	4
Bore	96mm (3.781ins)
Stroke	92mm (3.662ins)
Capacity	2664cc
Valve/rocker clearance	0,35mm (0.14ins)
Compression ratio	21.8:1
Firing order	1, 3, 4, 2
Oil Filter	Nissan Pt. No. 15208 W3401
Air Cleaner Element	Nissan Pt. No. 16546 50100

Diesel Fuel System

Fuel Filter	Nissan Pt. No. 16403 59E00
Fuel Injection Pump: Manual	Diesel Kiki Type NP-VE4/10F2150 RNP605
Fuel Injection Pump: Auto	Diesel Kiki Type NP-VE4/10F2150 RNP710
Fuel Injection Nozzles	Diesel Kiki Type NP.DNOPDN 113
Glow Plugs	Nissan Pt No. 1106543G01

Gearbox

Manual Transmission	2 litres (3.52) pints
Automatic Transmission	7 litres (12.32) pints

Electrical

Alternator: Manual	70 AMP Hitachi Type LR170 Nissan Pt. No. 23100-02N18
Alternator: Automatic	70 AMP Hitachi Type LR170 Nissan Pt. No. 23100-02N19
Starter Motor	S13-107A

Steering

Ratio	24:1
Turning circle (kerb to kerb)	7.62m (25ft)
Front wheel toe-in: Cross-ply tyres	1.6mm (1/16in)
Radial tyres	1.6mm (1/16in) - 3.2mm (1/8in)
Front hub bearing end-float	.05-.10mm (002-.004in)

Tyres

Size	5.75 – 16 cross-ply (6 ply) or 175 – 16 radial
Recommended pressures:	
Cross-ply tyres	2.2 bar, 2.3 kgf/cm^2 (32 lbf/in^2)
Radial tyres: 175 – 16 Front	2.6 bar, 2.6 kgf/cm^2 (38 lbf/in^2)
Rear	2.4 bar, 2.4 kgf/cm^2 (34 lbf/in^2)

Principal dimensions

Length overall	4.558m (14ft 11^7/$_{16}$in)
Width overall	1.75m (5ft 8^7/$_8$in)
Height overall	1.765m (5ft 9½ in)

Capacities

Engine oil (including filter)	6.25 litres (11 pints)
Engine oil filter	0.7 litre (1.23 pints)
Fuel tank	54.5 litres (12 gallons)

Coolant

Dry System	
After draining from radiator & engine	10 litres (17.6 pints)
Refill	
After draining from radiator only	3.6 litres (6.3 pints)

SERVICE PARTS AND ACCESSORIES

Genuine London Taxis International Limited parts and accessories are designed and tested for your vehicle and have full backing of the Vehicle Service Statement. Only when genuine London Taxis International Limited parts are used can responsibility be considered under the terms of the statement.

Safety features embodied in the vehicle may be impaired if other than genuine parts are fitted. In certain territories, legislation prohibits the fitting of parts not to the vehicle manufacturer's specification. Owners purchasing accessories while travelling abroad should ensure that the accessory and its fitted location on the vehicle conform to mandatory requirements existing in their country of origin.

IDENTIFICATION

When communicating with your Dealer or Agent always quote the chassis, car (body), and engine numbers.

Chassis number. Stamped on the front nearside chassis member.

Car (Body) number. Stamped on a plate fixed to the scuttle drain channel.

Engine number. Stamped on the left-hand side of the cylinder block adjacent to the alternator.

Vehicle identification number. Stamped on a plate attached to the left-hand valance panel adjacent to the cooling system header tank.

The London Taxis International Limited
Holyhead Road
Coventry CV5 8JJ
Telephone: Coventry (0203) 595001

Notes