

- 1 Tachometer
- 2 Panel light
- 3 Coolant temperature gauge
- 4 Fuel gauge
- 5 Ammeter
- 6 Panel lights switch
- 7 Gearbox oil temperature gauge
- 8 Fuse
- 9 Speedometer trip reading reset knob
- 10 Speedometer

Fig 9 Instrument panel

INSTRUMENT PANEL (Fig 5(11)) incorporating the following:-

Tachometer (Fig 9(1))	...	...	...	Indicates engine output shaft speed. Readings must be multiplied by 100.
Coolant temperature gauge (3)	...	...	...	To obtain the engine temperature in degrees Fahrenheit, the number indicated must be multiplied by ten.
Fuel gauge (4)	...	...	...	Graduated 0, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, F. Indicates the amount of fuel in the tanks.
Speedometer (10)	...	...	...	Indicates vehicle speed in mile/h. An odometer to give the total mileage is in the lower part of the dial, and a trip mileage indicator in the upper. The speedometer trip reading can be reset to zero by turning the knob (9).
Gearbox oil temperature gauge (7)	...	...	...	To obtain the temperature of the gearbox oil in degrees Fahrenheit, the number indicated must be multiplied by ten.
Ammeter (5)	...	...	...	The current indicated is the rectified output current of the alternators.
Panel light switch (6)	...	...	...	The combined switch and dimmer resistance controlling the eight instrument panel lights (2).
DRIVER'S SWITCHBOARD (Fig 5(20))	...	...	...	Located in front of the driver; it mounts the turnlight, engine and external lighting switchboards.

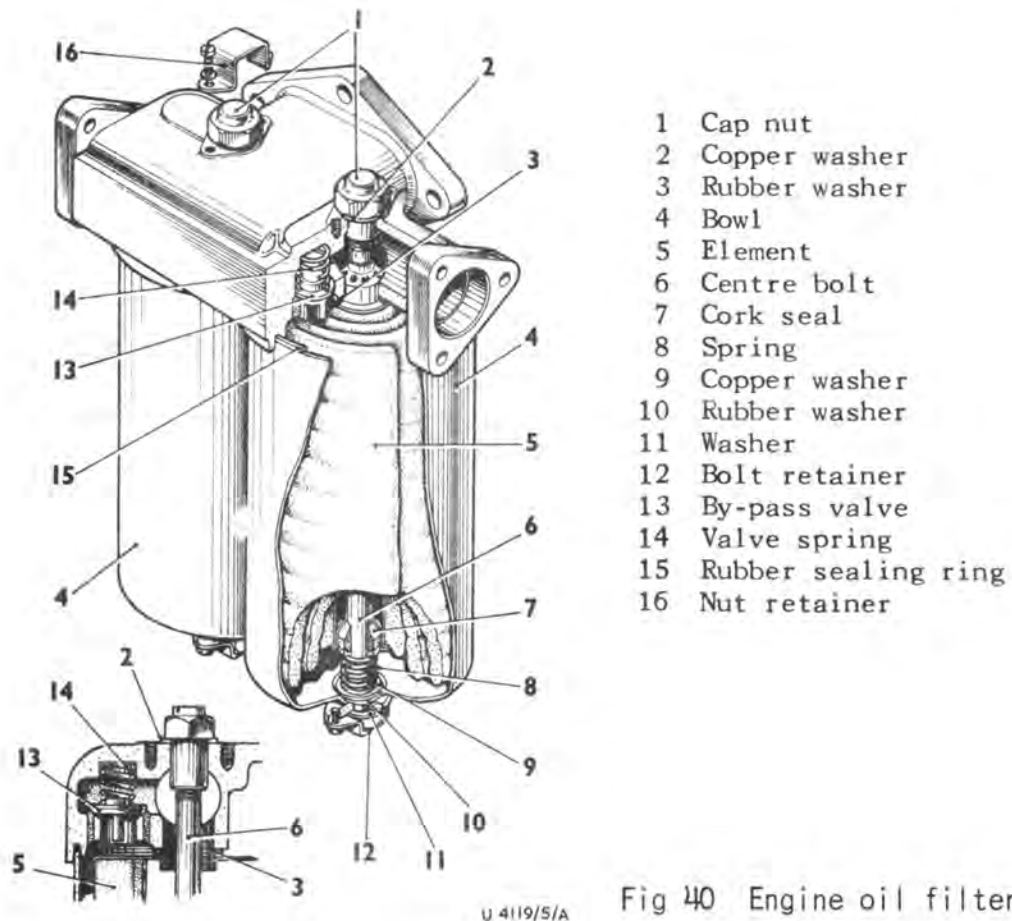


Fig 40 Engine oil filter

- (4) Clean and inspect the filter head and components for serviceability. Renew the components as necessary.
- (5) Reassemble the components, using a replacement element, fill the bowl with the correct grade of oil, then refit the bowl to the head, ensuring it is seating correctly on its sealing ring.
- (6) Repeat for the other bowl.

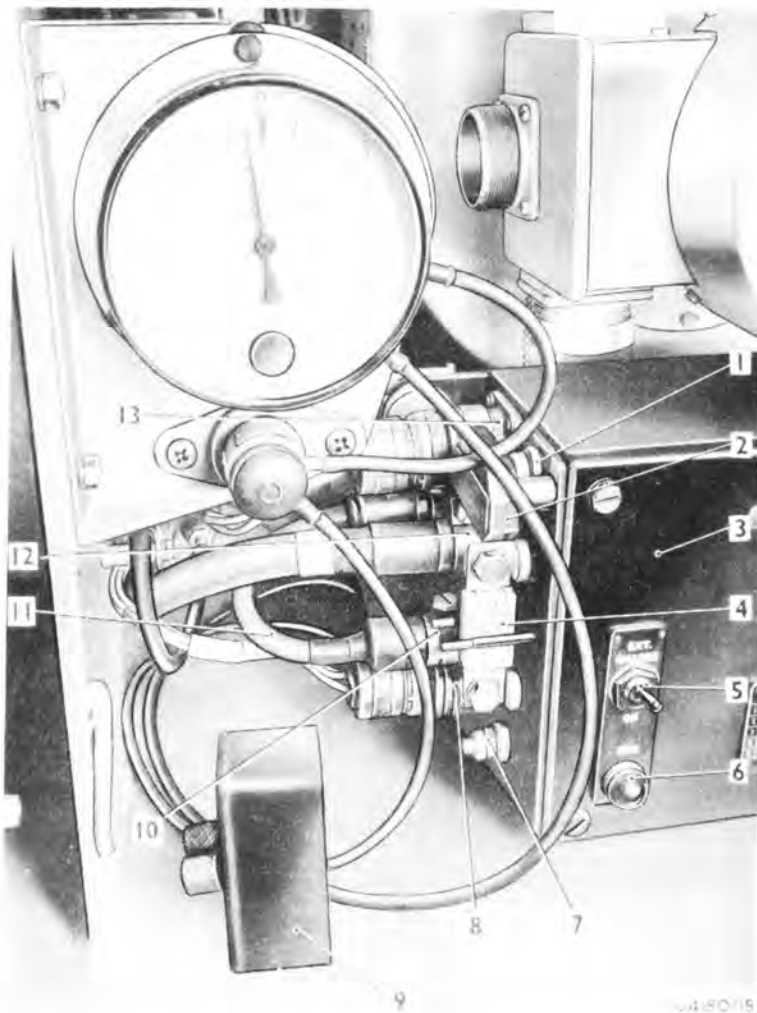
TO CLEAN THE CENTRIFUGAL FILTER (Fig 37(8)) (To be undertaken when the power pack is out of the vehicle)

193. (1) Unscrew and remove the dome nut (Fig 41(1)).
- (2) Slacken the nuts (5) on the two hinged eye bolts, swing the bolts outwards and lift off the top cover (2).
- (3) Lift the rotor (3) out of the bowl (6); allow the oil to drain from the rotor.
- (4) Unscrew and remove the nuts from the two studs (12) and part the halves of the rotor.

nator is a 9 in., oil cooled, 3-phase alternator having a solid rotor and hence no slip-rings and brushes. Special insulating material is used in the windings to permit working at high temperatures.

TO CHARGE THE BATTERIES WITH THE VEHICLE STATIONARY

158. (1) Start the engine.
- (2) Slacken the wingnut (Fig 21(5)) on the engine speed hand control and turn the knurled head (6) of the screw to increase the engine speed until a sufficient charging rate, as shown on the ammeter (Fig 9(5)), is obtained.
- (3) Periodically check to see if the required charging rate can be obtained with a reduced engine speed.



- 1 Terminal No.4 - charging set positive connection
- 2 Terminal cover
- 3 Radio distribution box
- 4 Radio fuse
- 5 External charge switch
- 6 GEN warning light
- 7 Terminal No.5 - negative
- 8 Socket No.2 - radio junction box connector
- 9 Fuse cover
- 10 Dummy plug
- 11 External link
- 12 Plug No.1 - link box positive connection
- 13 Socket No.3 - Radio junction box connection

Fig 32 Radio distribution box fuse
(Mk 2 vehicles)

TO CHARGE THE RADIO BATTERIES FROM A CHARGING SET

159. (1) Check that both battery master switches and the EXT CHARGE switch (Fig 32(5))* on the radio distribution box are off.
*(see also Fig 12A) For Mk 2/1 vehicles refer to Fig 12B.

FIRST AID IN CASE OF ELECTRIC SHOCK

EXHALED AIR METHOD

1. **SWITCH OFF.** If this is not possible, **PROTECT YOURSELF** with dry insulating material and pull the victim clear of the conductor.

DON'T TOUCH THE VICTIM WITH YOUR BARE HANDS until he is clear of the conductor, but **DON'T WASTE TIME.**

2. (a) Lay the patient on his back. Quickly loosen waist band and clothing round neck. If his mouth is open, sweep a finger through his mouth to clear obstruction and remove loose dentures.

- (b) Lift the head and tilt the head backwards by putting one hand underneath the neck and the other on the crown of the head. See fig. 1



- (c) Hold the head tilted as far back as possible and lift up the jaw firmly, closing the lips. This keeps the victim's airway clear by straightening the breathing passage. See fig. 2

- (d) Take a deep breath. Open your mouth as wide as you can. Seal your lips on the victim's cheeks around his nose. Blow air into his nose until you see the chest rise (inspiration). See fig. 3



- (e) Remove your mouth to let him breathe out, his chest will fall (expiration). See fig. 4

- (f) Take another deep breath and blow again as soon as he has exhaled, and continue inflations 10 — 15 times a minute. (This is a little slower than the normal rate of 18).

The movement of the victim's chest provides visual confirmation of the success of your efforts.

3. If you fail with the nasal route, try the mouth as follows :-
Lift the jaw and hold his mouth open slightly as you blow, keeping the head tilted well back with the other hand.
Seal your lips around his opened mouth and press your cheek against his nostrils to stop air leakage and blow until you see the chest rise.

Continue as described in (e) and (f) above until normal breathing returns or medical assistance becomes available.

NOTE

DO NOT GIVE LIQUIDS UNTIL VICTIM IS CONSCIOUS.

If after 5 or 6 effective inflations of the patient's lungs there is :-

- (i) no improvement in the colour of the face and lips
- (ii) no constriction of the dilated pupils
- (iii) no pulse to be felt in the neck or elsewhere,
this means that the heart is not beating.

Carry out **External Cardiac Massage** - see overleaf.