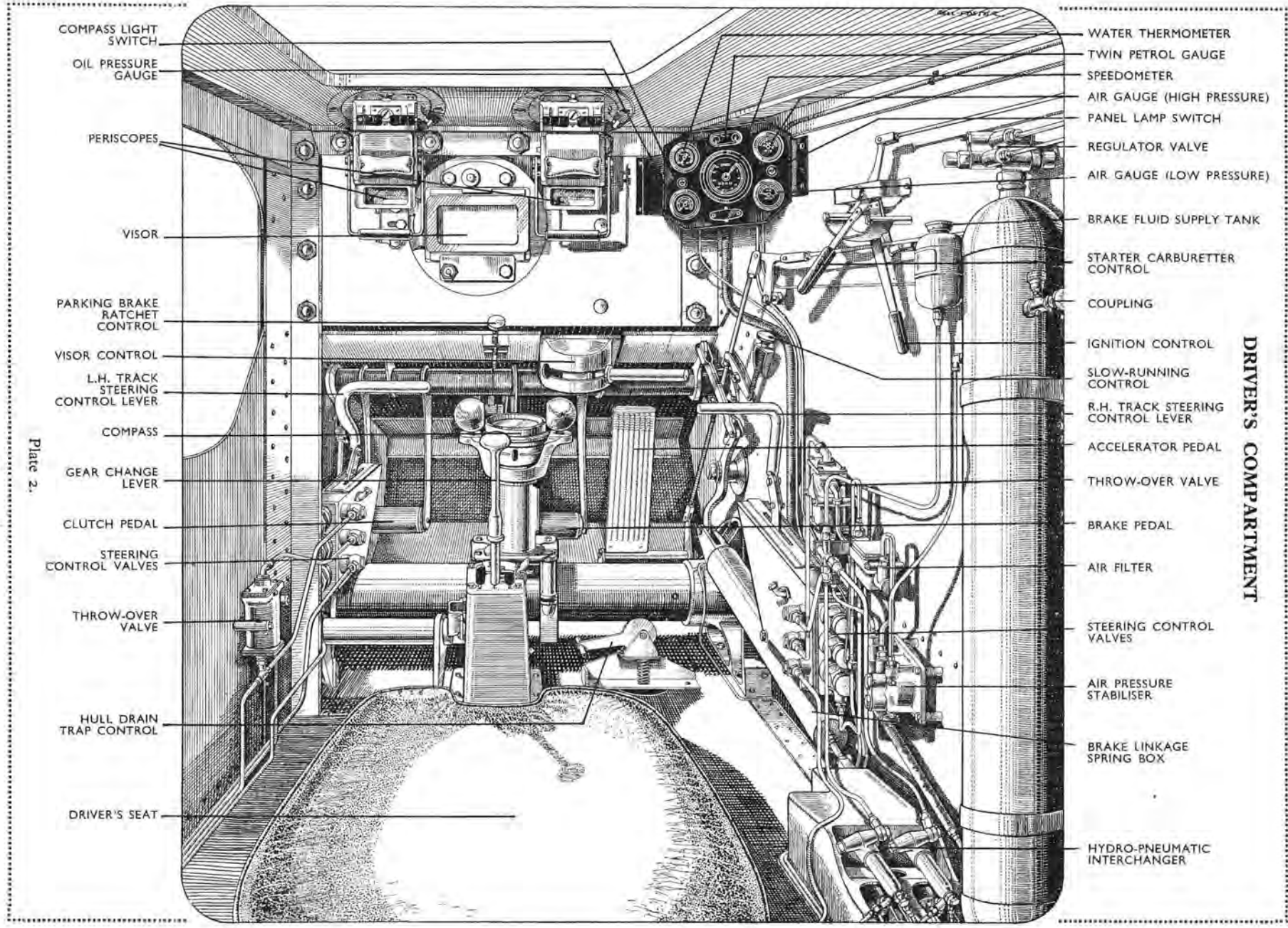


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Plate 2.



- COMPASS LIGHT SWITCH
- OIL PRESSURE GAUGE
- PERISCOPES
- VISOR
- PARKING BRAKE RATCHET CONTROL
- VISOR CONTROL
- L.H. TRACK STEERING CONTROL LEVER
- COMPASS
- GEAR CHANGE LEVER
- CLUTCH PEDAL
- STEERING CONTROL VALVES
- THROW-OVER VALVE
- HULL DRAIN TRAP CONTROL
- DRIVER'S SEAT

- WATER THERMOMETER
- TWIN PETROL GAUGE
- SPEEDOMETER
- AIR GAUGE (HIGH PRESSURE)
- PANEL LAMP SWITCH
- REGULATOR VALVE
- AIR GAUGE (LOW PRESSURE)
- BRAKE FLUID SUPPLY TANK
- STARTER CARBURETTER CONTROL
- COUPLING
- IGNITION CONTROL
- SLOW-RUNNING CONTROL
- R.H. TRACK STEERING CONTROL LEVER
- ACCELERATOR PEDAL
- THROW-OVER VALVE
- BRAKE PEDAL
- AIR FILTER
- STEERING CONTROL VALVES
- AIR PRESSURE STABILISER
- BRAKE LINKAGE SPRING BOX
- HYDRO-PNEUMATIC INTERCHANGER

DRIVER'S COMPARTMENT

GEARBOX (see Plate 25, page 120)

Adjustments

The selector rods and forks should frequently be tested for slackness and the various connecting pins should be tested for wear and renewed if necessary.

The adjustment of the selector rods and cables is made in two places. The first will be found in the forward compartment under the driver's seat.

Three barrel nuts, with locking nuts linking three rods with right- and left-hand threads, will be seen. These can be dealt with by a long tommy bar, the adjustment being made either way as required, and then locked again. The left-hand adjuster deals with the control for 3rd and 4th speeds, the middle adjuster with 1st and 2nd, and the right-hand one with the reverse gear.

There is a further adjustment at the right-hand end of the selector rod housing in the gearbox which consists of two forked ends with a collar screwed internally with a $\frac{1}{2}$ in. B.S.F. right-hand thread.

These fork ends are connected by an adjusting rod carrying two $\frac{1}{2}$ in. B.S.F. lock nuts and screwed $\frac{1}{2}$ in. B.S.F. except for the centre portion.

To adjust, slacken one lock nut and remove the pin from one jaw of the fork, then screw the fork in or out on the adjusting rod as required.

Tighten the lock nuts securely and replace the pin after adjustment.

Maintenance of Gearbox

The oil level should be checked daily by means of the dipstick, which is incorporated in the gearbox vent on the left centre of the box (see Fig. 13, page 37).

The gearbox and steering units have a common oil system, the capacity of which is eight gallons; to top-up, add Hypoid 80 oil in equal amounts through each of the filler plugs which are located on the top of each steering box.

The system should be completely drained every 1000 miles through the drain plugs in the bottom of each of the three castings.

Access plates are provided in the floor of the hull to give access to these drain plugs (see Plate 3).

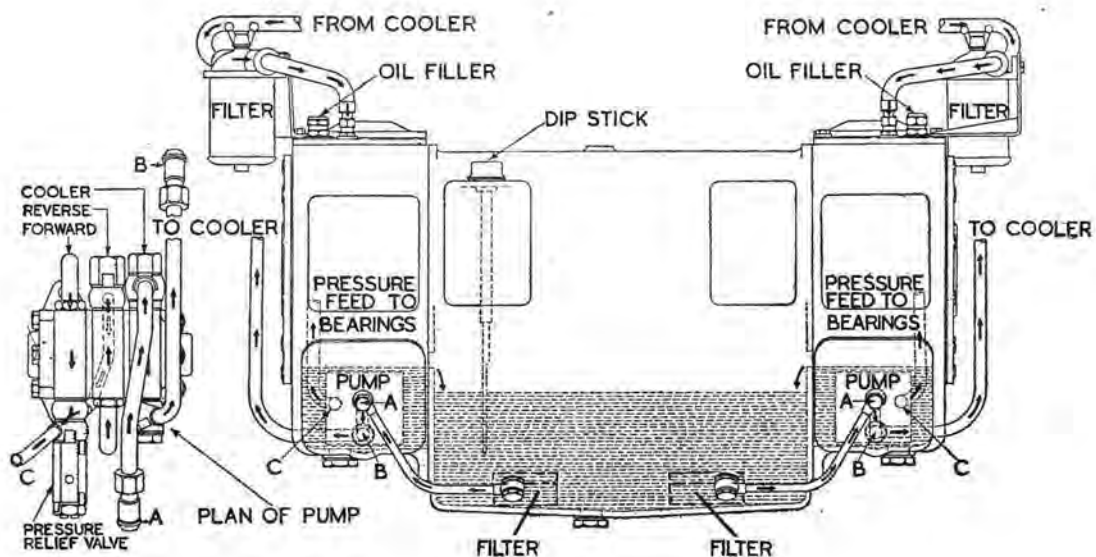


Fig. 14.

The lubrication system of the gearbox and steering units.

- (e) Cock the striker and insert the striker case into the breech block. Place the safety catch to "SAFE" and turn the case through an angle of 60 degrees, counter-clockwise.
- (f) Open the breech and adjust the compression of the closing spring by releasing the check screw and turning the spring case cap until the breech can be closed easily without undue slamming with a dummy round in the breech. When the correct compression is obtained, turn the check screw to lock the spring case cap.
- (g) Replace deflector and the loader's shield.

To Dismantle the Firing Mechanism

- (a) Remove striker case from breech block and release striker. (See "To Dismantle the Breech Mechanism.")
- (b) Rotate the safety catch to the "FIRE" position. Grasp the cocking handle in one hand and the case in the other and press the toe of the trigger-sear to ease the main spring.
- (c) Remove the keep pin from the cocking handle and unscrew. Withdraw the cocking sleeve from the rear, and spindle, with the main spring, from the front of the case. Remove the staple from the head of the spindle and withdraw the firing pin.
- (d) Remove the safety catch retaining pin from the top of the case. Withdraw the safety catch to the rear. Take out the split pin from the spindle portion of the catch and remove the plunger and spring.
- (e) Remove the split pin securing the trigger-sear spring seat and withdraw the sear and spring. Withdraw the split pins from the roller axis pins and remove the axis pins and rollers.
- (f) Remove the split pin and head of the striker case retaining catch plunger and withdraw the plunger and spring from the front of the case.

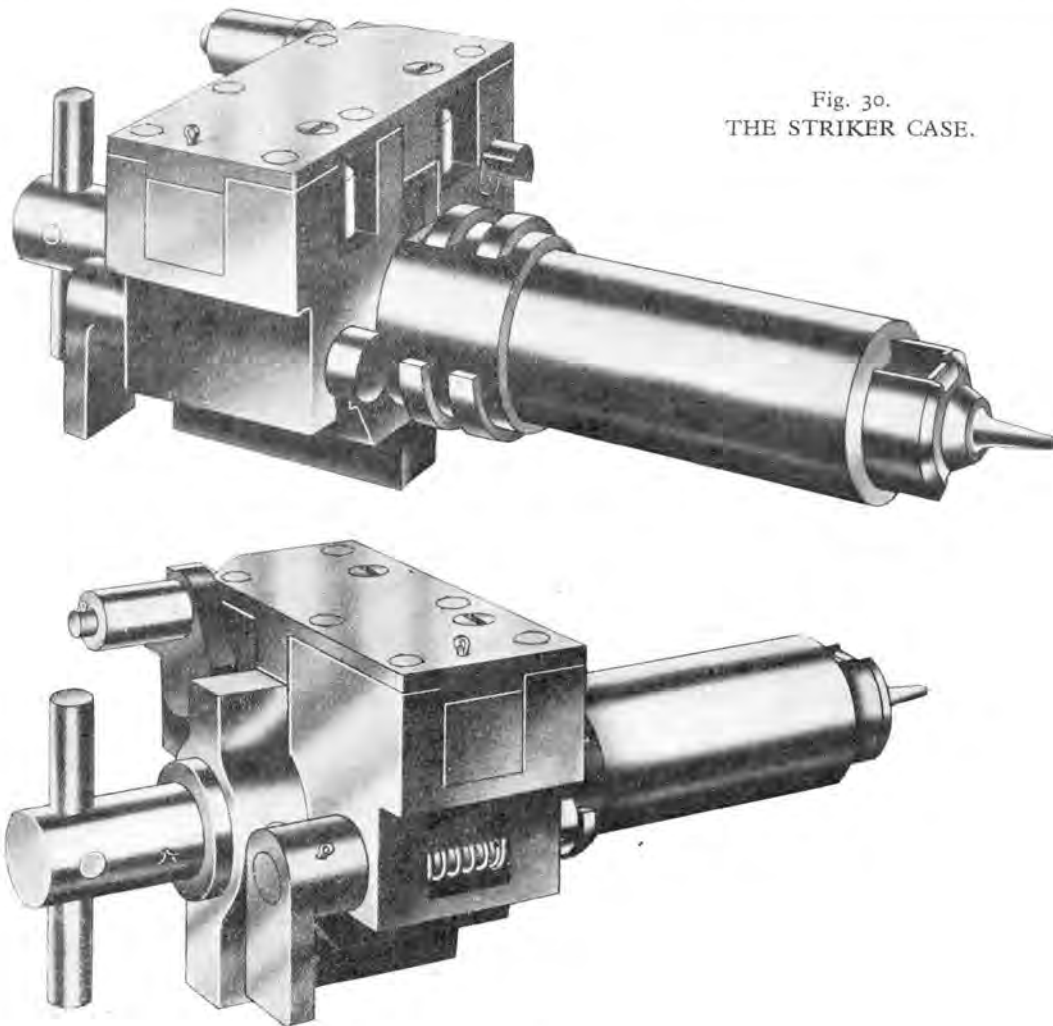


Fig. 30.
THE STRIKER CASE.