

## IMMEDIATE ACTION

TO: ALL ROOTES GROUP DEALERS

SUBJECT: SERVICE ADVICE LETTER FOR IMMEDIATE ACTION AND  
CAMPAIGN TREATMENT

MODEL: ALL HUMBER SUPER SNIPE SERIES  
I, II & III UP TO B 8102659

### AFFECTED UNIT STEERING COLUMN

In some isolated cases cracking of the steering outer column, bottom flange has occurred on the above range of cars.

As a precautionary and safety measure it has been decided that you should call in all cars sold or operated in your territory for immediate examination and attention in accordance with the attached instructions.

All work carried out affecting the above cars should be made subject to Warranty Claim and marked.

Fitting instructions and illustration pages 2 and 3 attached should be followed very carefully.

On completion of work all Warranty Claims should be marked CAMPAIGN ACTION.

Whilst the steering unit campaign is carried it is most important that a front suspension check should be carried out as detailed in instructions page 4 and illustrated in page 5 of this Campaign Letter.

This suspension check affects only Super Snipe Series I & II up to Serial No. B 8004760 and should be made subject of Warranty Claim 1.0 hour allowed at local retail rate and marked front suspension fulcum pin retaining bolt change.

All parts shown in the attached campaign actions are held at our New York or Los Angeles parts warehouse.

The attached campaign letters have been read and understood by the dealership shown below and will be acted upon as instructed.

Dealership \_\_\_\_\_

Date of Letter Receipt \_\_\_\_\_

Signature of Service or Company Officer \_\_\_\_\_

FITTING INSTRUCTIONS

1. Remove the steering column cowling, top of steering post.
2. For ease of access to the steering outer column securing bolts, the gear-change linkage (or selector linkage) should be loosened off and partly disconnected as follows:
  - a) Disconnect the control shaft upper support bracket from the steering column.
  - b) Disconnect the gearshift lever from the control rod. In the case of cars fitted with automatic transmission, the gearshift lever should be removed from the control shaft.
  - c) Remove the 'U' shaped clamp bolt securing the lower support bracket to the steering column.
  - d) In the case of cars fitted with cable operated gear selection, remove the two bolts securing the selector cable support brackets to the steering box top cover.
3. Place a tray under the steering unit to collect any escaping oil, then remove the four bolts securing the outer column to the upper end of the steering box.
4. Clean off the flange and examine for any sign of cracking - if cracks are evident remove steering unit complete and fit new modified outer column to the following part number:-

Steering outer column to suit felt top bush - Part No. 5039327

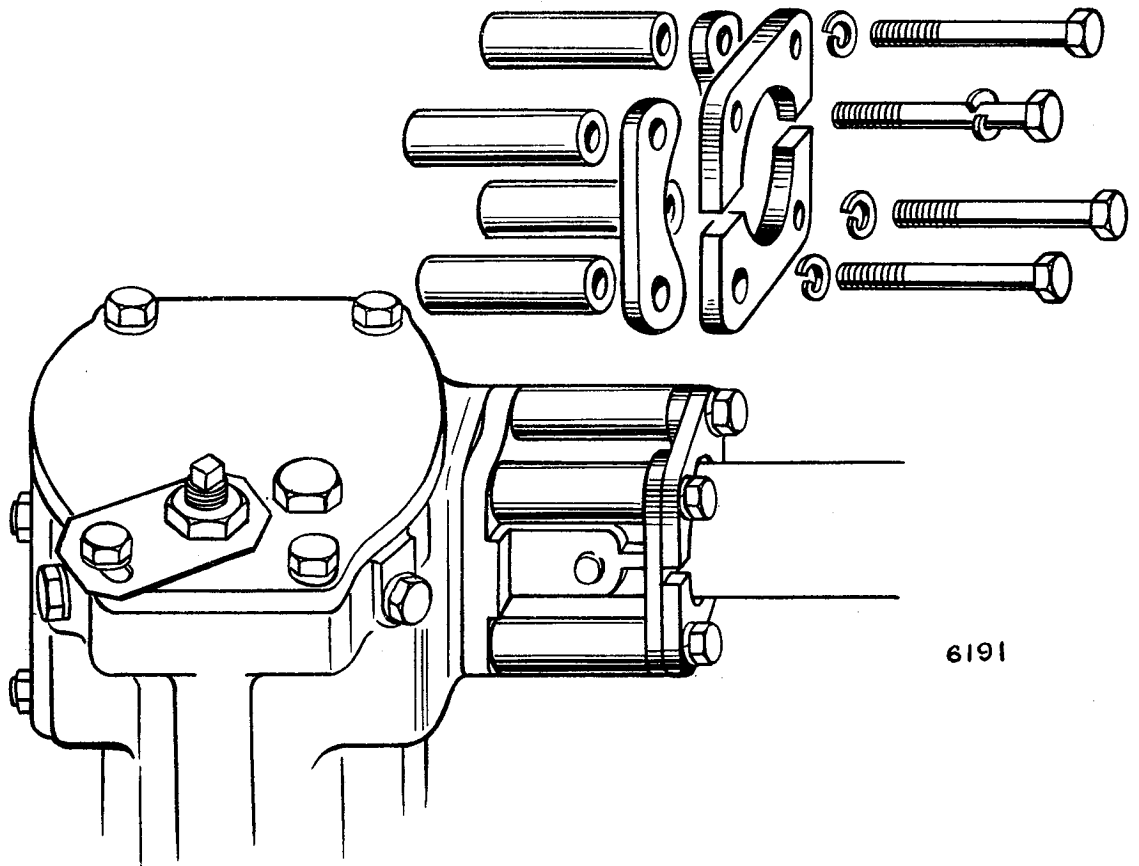
If no cracks are found, proceed as follows:-

5. Discard the bolts removed and fit the parts described below, as shown in the illustration:-

<u>Description</u>	<u>Quantity.</u>	
Stiffener	2	)
Stiffener Plate	2	)
Distance Tube	4	) Kit No. 5220594
Bolt (2 3/8" long)	4	)
Spring Washer	4	)

6. Top up the steering unit, 90 weight gear oil.
7. Reconnect the gearchange linkage disconnected in operation 2.
8. Check the operation of the gearchange.
9. Refit the steering column cowling.

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Part II No. 62/2

## HUMBER SUPER SNIPE : FRONT SUSPENSION

### METHOD OF ATTACHING LOWER INNER FULCRUM PIN BRACKETS

This work consists of removing the existing bolts and tab washers which secure the inner fulcrum pin brackets to the suspension cross member and replacing them with new parts in accordance with the procedure set out below.

During the course of the operation special attention must be given to the checking of the spacer washers which locate in the slots of the fulcrum brackets. These must be of suitable thickness to obtain the correct clearance, thus ensuring that the fulcrum pin is securely nipped and the bracket solid when the bolts are tightened. Spacer washers are available in three thicknesses.

It is, therefore, extremely important to adhere strictly to the following detailed procedure:-

1. Place the car on ramp and apply the handbrake.
2. The weight must be taken off the front end of the car by using a jack situated under the front cross member as illustrated in Fig. 1 (a), but ensuring the tyres remain in contact with the ramp.
3. Place another jack under the coil-spring abutment plate, carefully positioned and off-set slightly to rear as shown in Fig. 1 (b). Jack up the suspension so that the linkage will bear up against the cross member when the inner fulcrum pin bracket bolts are loosened.
4. Remove and discard the bolt in the non-slotted side of the front bracket, bending the lockplate clear. Fit new bolt and spring washer but do not tighten until action as described in the following paragraph has been taken.

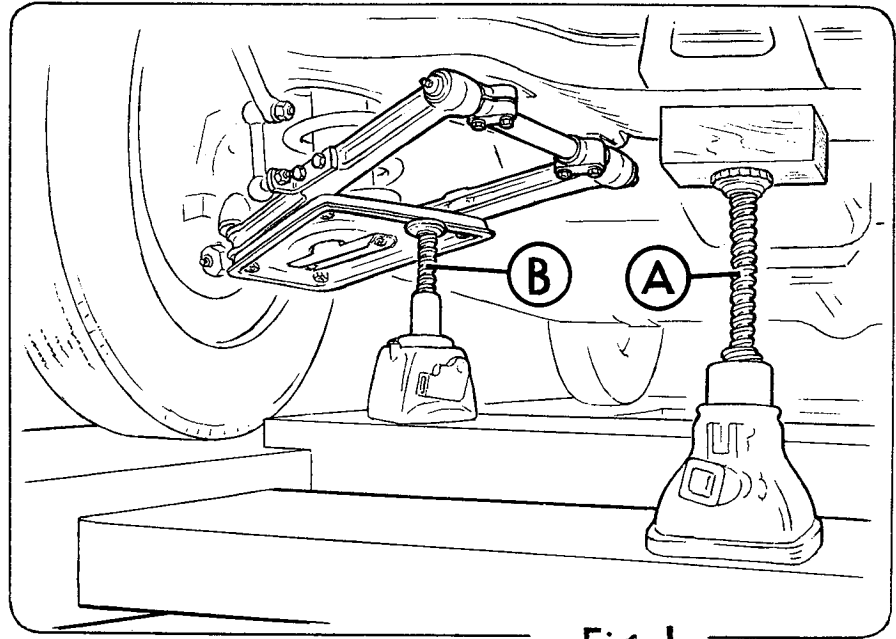
Remove and discard bolt and lockplate in the slotted side of the front bracket. Select a new spacer washer from the various thicknesses listed below so that there is a clearance of .005"/.010" when it is in position in the slot (see Fig. 2 (c) ). If this clearance cannot be achieved with the spacer washers provided the washer must be faced down to suit.

Fit new bolt and spring washer and tighten both bolts to a torque loading of 42 lbs. ft.

5. Repeat this same operation at rear bracket. Then carry out the same procedure on the other side of the cross member suitably positioning the second jack.
6. When this work has been carried out recheck the torque loading of all eight bolts.
7. It is important to note that the fulcrum pin is located by a dowel in one support bracket. If for any reason it is necessary to dismantle the front suspension, it is essential to ensure that the dowels are correctly fitted.

#### LIFT OF PARTS.

Bolts		Part No. 9003973	8 off
Spacer washers	.113"/.115"      Size	" "	1208167)
	.117"/.119"      as	" "	1208168) 4 off
	.121"/.123"      Required.	" "	1208169)
Spring washers		" "	9660241 8 off



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Fig. 1.

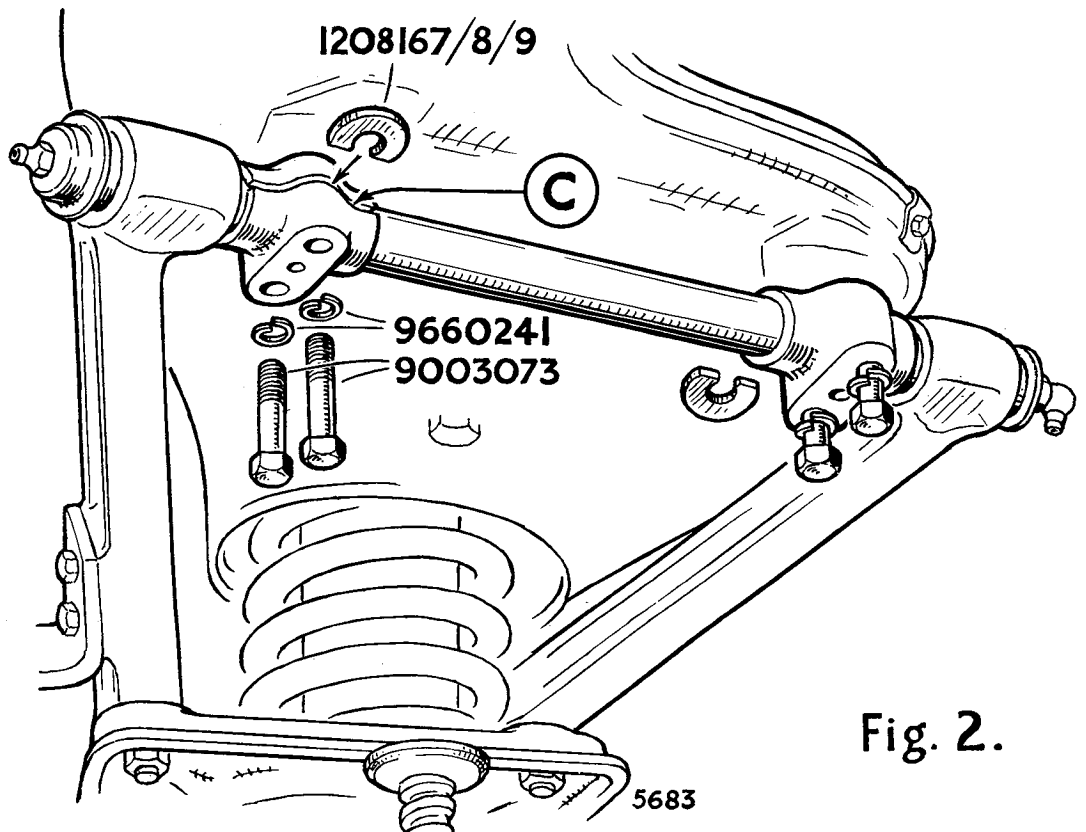


Fig. 2.

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