LONDON TAXIS INTERNATIONAL

Fairway 95

OWNER'S HANDBOOK

Dear Mr van Tiel

London Taxis International would like to confirm that we are happy to allow you to send extracts from our workshop manuals and handbooks to owner drivers of London Taxis who may contact you at various times with maintenance queries. There would be no copyright infringement by yourself providing you inform each recipient they are receiving information from our own manuals and not information written by yourself.

Yours sincerely,
London Taxis International

Dec 2002

Fairway 95

TAXI AND HIRE CAR

CONTENTS	Page

Published by LTI Limited, Holyhead Road, Coventry CV5 8JJ

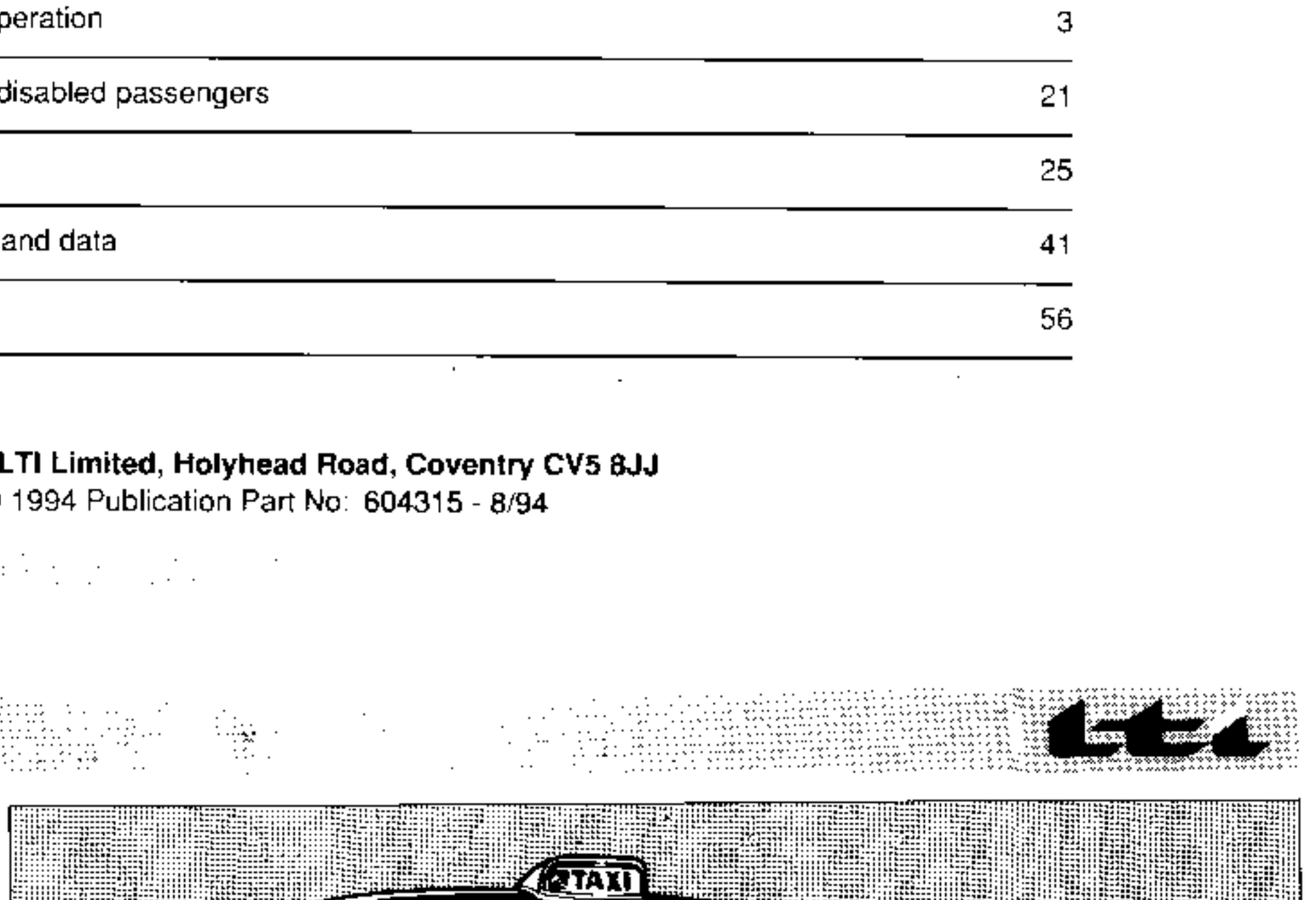
Foreword

This handbook describes the controls, switches and components of the LTI Fairway taxi range and explains their function and the procedure under which they are designed to operate. Some items covered may not apply to your particular vehicle. Recognized LTI Dealers will have information about the latest specification of the various models in the Fairway range.

The information provided in this handbook is necessary to maintain the safety, reliability and economy which has been designed into the taxi. Care and regular maintenance will prolong the useful life of the vehicle. It is strongly recommended that the maintenance operations and replacements scheduled at regular intervals and shown in the centre section of this handbook are never overlooked and are carried out by a recognized LTI Dealer.

LTI Limited reserve the right to change their servicing recommendations and maintenance schedules in the light of operating experience, and having the vehicle regularly serviced by recognized LTI Dealers will ensure that any work carried out is in line with the latest recommendations issued by the manufacturer.

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.

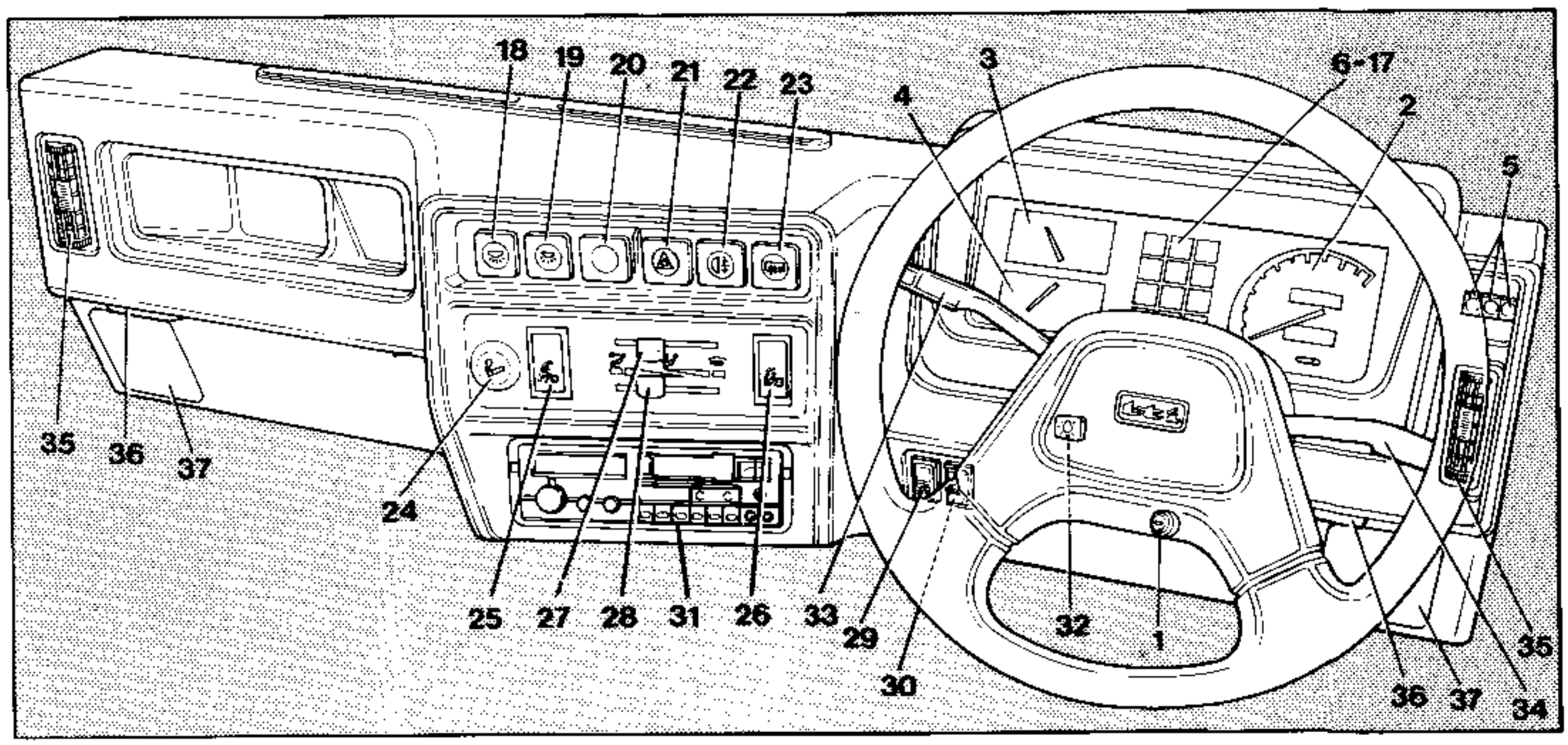
Certain notes shown in the text are highlighted as follows:

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

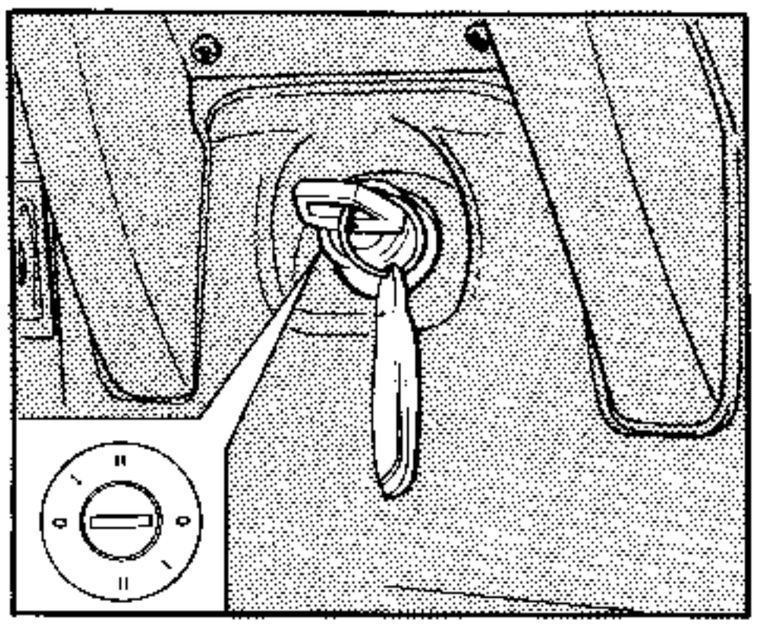
CAUTION: *Follow this procedure to avoid damage to components.*

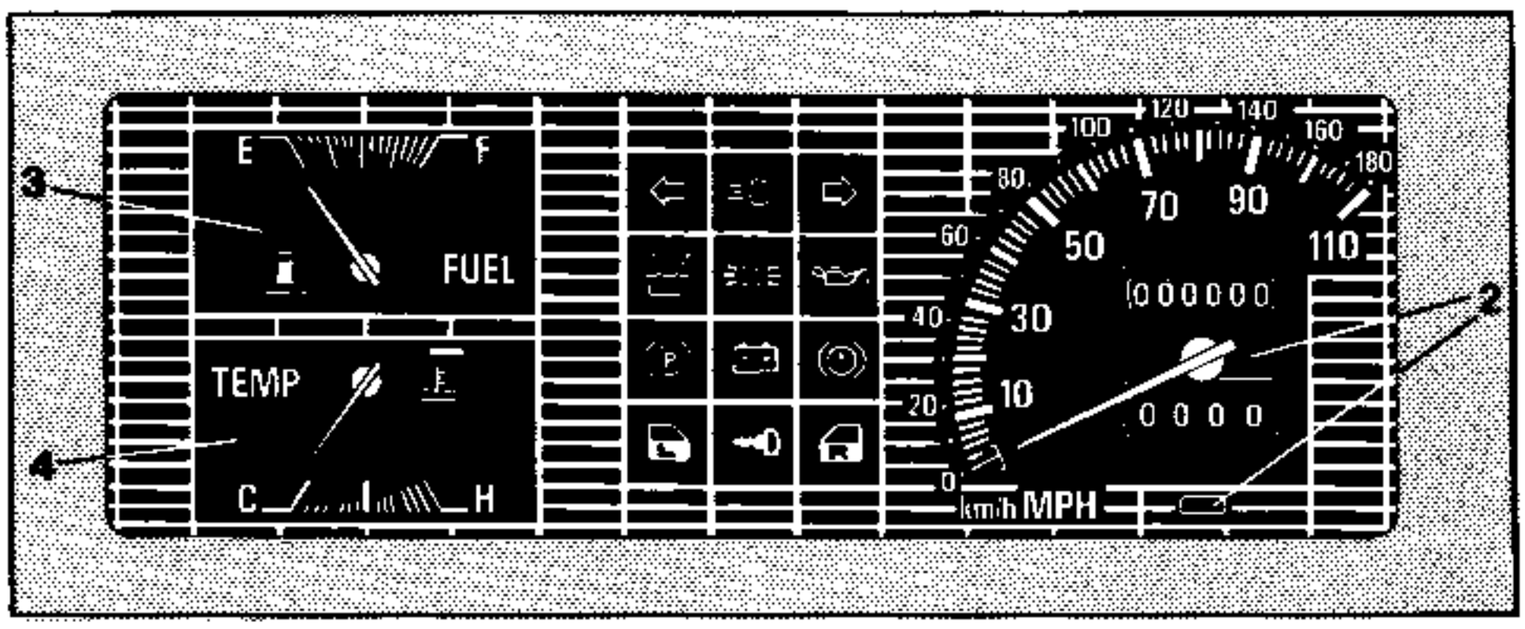
Note: *This method makes the job easier*

At the time of going to print, the illustrations and text appearing in this handbook are representative of manufacture. While 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 units, parts or accessories considered convenient for improvement or any other reason.



1. Steering lock and starter switch
2. Speedometer
3. Fuel gauge
4. Temperature gauge
5. Warning lights
6. L.H. Direction indicator
7. Main beam warning
8. R.H. Direction indicator
9. Washer reservoir
10. Side lights indicator
11. Low oil pressure warning
12. Handbrake warning
13. Battery charge indicator
14. Brake system warning
15. L.H. Rear door warning
16. Rear door lock warning
17. R.H. Rear door warning
18. Rear internal lamps switch
19. Front internal lamp switch
20. Spare switch position
21. Hazard warning switch
22. Rear fog-guard lamp switch
23. Heated rear screen
24. Cigar lighter
25. Passenger's blower switch
26. Driver's blower switch
27. Driver's air distribution control
28. Temperature control
29. Taxi hire sign illumination
30. Panel illumination
31. Radio (if fitted)
32. Side and headlamp switch
33. L.H. Column lever
34. R.H. Column lever
35. Fresh air vents
36. Interior lamps
37. Speakers (if fitted)





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.

WARNING: It is essential that the steering lock is disengaged by turning the key to position 'I' before releasing the handbrake and manoeuvring the vehicle without using the engine. Never push the vehicle without a qualified driver in position and remember brake servo assistance will not be available if the engine is not running.

Freewheeling with the engine running or disengaged is not recommended. To lock the steering, turn the key fully anti clockwise, and withdraw it from the lock.

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.

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.

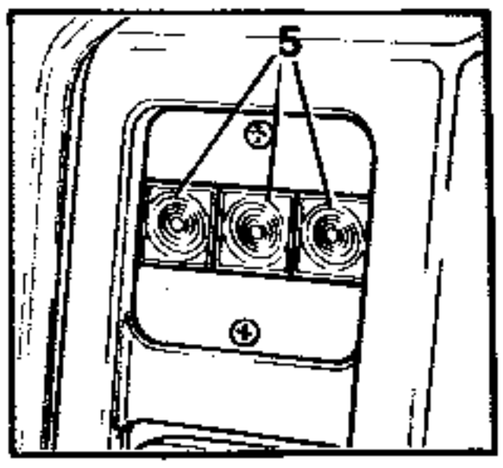
7. Mainbeam warning.
Glows blue when the high beam is being used.

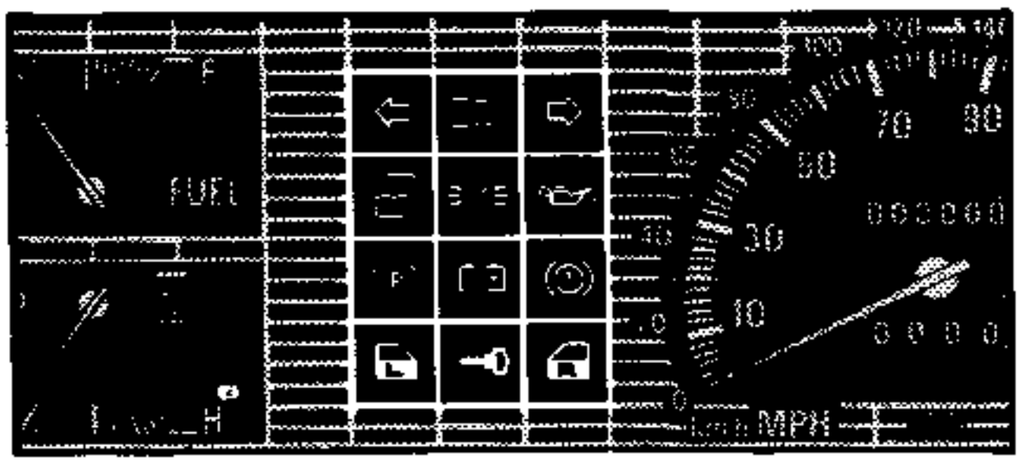
9. Washer reservoir
Glows when the screen wash fluid requires replenishment.

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.
WARNING: The vehicle must not be driven with the alternator drive belt failed. This can lead to the loss of engine oil.

14. Brake system 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. If the fluid level is correct and the pedal effort is normal the light indicates the front brake pads are worn and should be replaced as soon as possible.
CAUTION: Brake servo assistance is provided by a vacuum pump driven from the rear of the alternator. Should the alternator drive belt fail, the brake warning light will illuminate in addition to the battery charge indicator light.

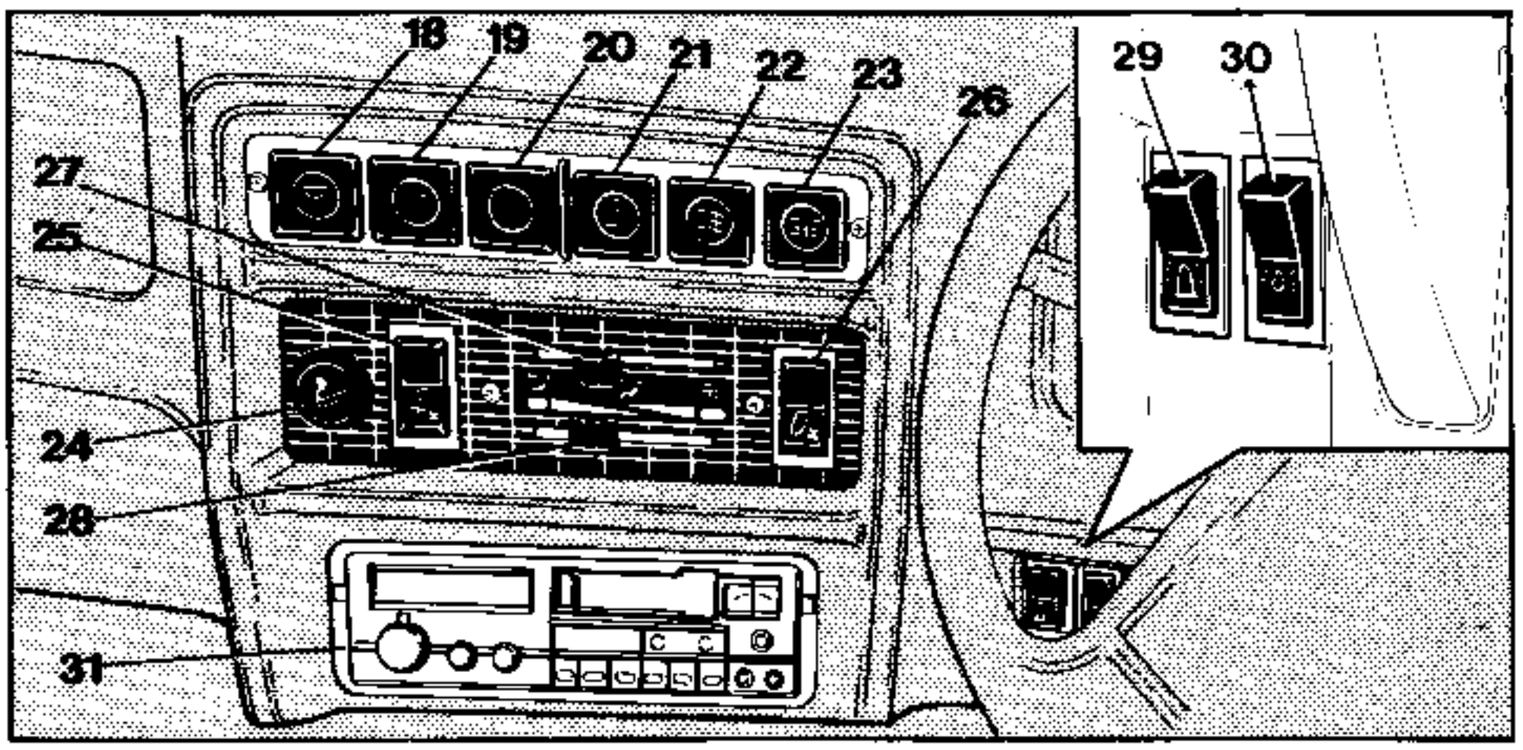
15-17 Door warning
With the ignition on, when a rear door is not closed the appropriate left or right hand door light will flash on and off supplemented by an intermittent audible warning device. If the vehicle is driven off with a door open, the audible warning will be continuous and of greater intensity.

16. Rear door lock warning

With the ignition on, the vehicle stationary and the foot brake off, the warning light will glow when it is possible for the rear doors to be opened. The rear door locking mechanism is operated automatically by movement of the cab or application of the foot brake. The facia warning light will go out as soon as the mechanism has operated and the doors are locked.

Note: *This information should be read in conjunction with the details given on pages 14 and 15 regarding the rear door security locking system.*

CAUTION: *If the green light remains on a fault has occurred and the cause 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.

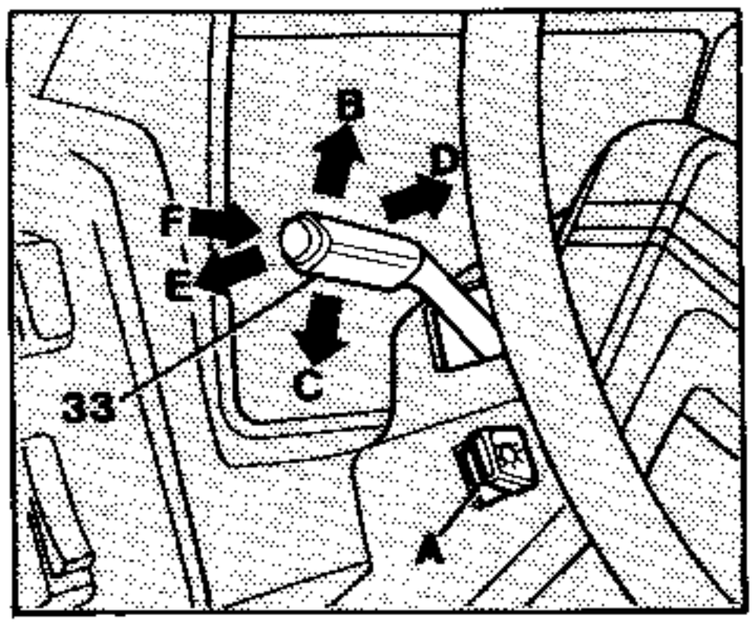
29. Taxi hire sign illumination. This control is situated on the lower left hand side of the fascia and is an on/off switch for the illumination of the 'TAXI' hire sign.

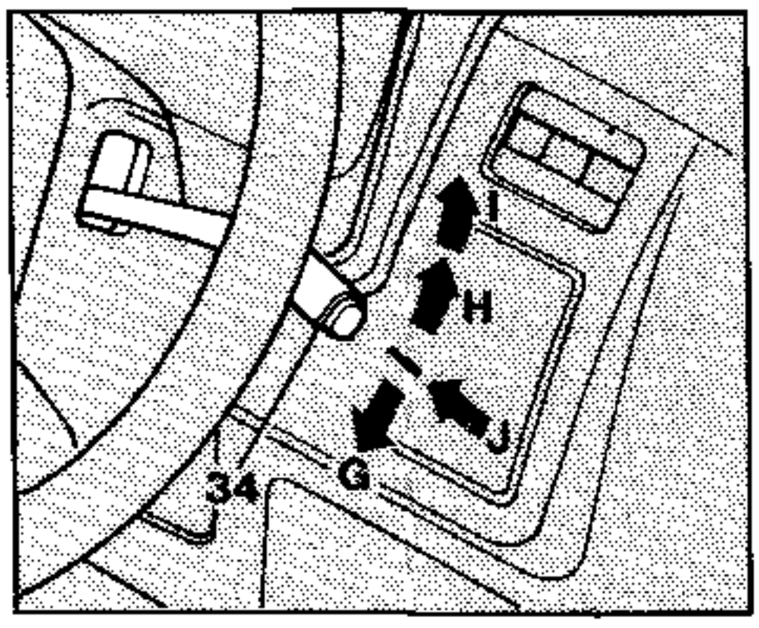
30. Panel illumination. This control is situated on the lower left hand side of the fascia and provides two levels of brightness for panel illumination.

31. Radio. An aperture is provided in the fascia for a radio or radio cassette. The aperture will normally be blanked off when a radio or radio/cassette is not fitted.

COLUMN SWITCHES

32. Lighting switch. When the switch (A) is pressed down to its first position, the side, rear and number plate lamps are switched on; when the ignition is on, the dim/dipped headlamps will illuminate at low intensity. Further pressure on the switch turns on the headlamps.





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.

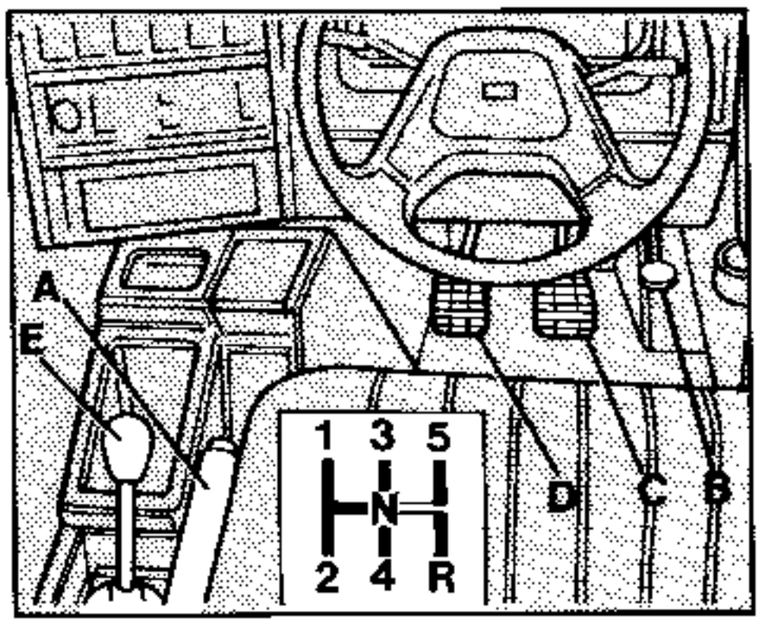
Headlamp flasher. Lift the lever towards the steering wheel (D) to flash the headlamps. The lever will return to its normal position when released.

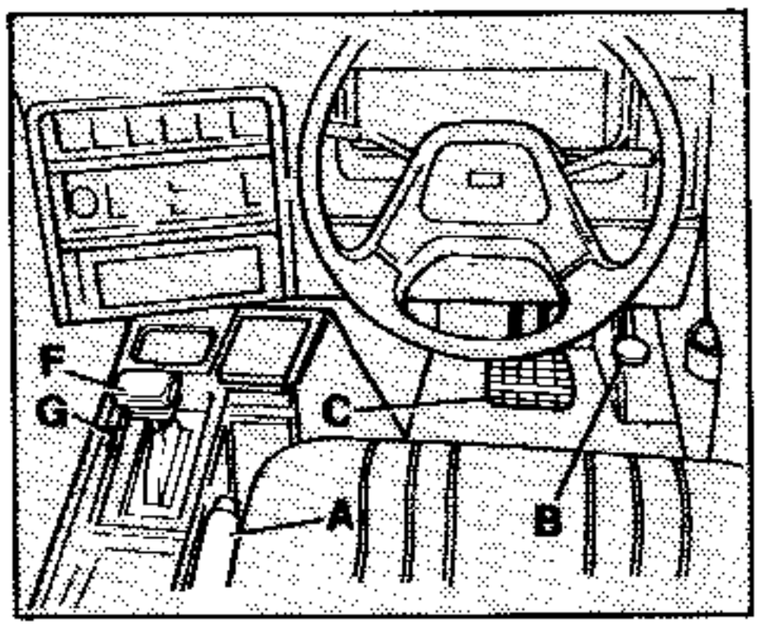
Headlamp main beam. Push lever forward towards the fascia (E).

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

34. Windscreen wash/wipe switch. Move the lever to position (G) for intermittent wipe action which will continue until the lever is again moved to position (G) and released thus cancelling the operation. Moving the lever to position (H) will operate the wipers at normal speed, with further movement to (I) for faster wipe action. To stop the wipers, the lever should be moved back through the two positions to the 'off' position.

The windscreen washer is operated by depressing the push button (J). Keep the windscreen washer reservoir topped up using a proprietary washer fluid additive.





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 the lever fully downwards. The handbrake warning light will glow when the handbrake is applied with the ignition on.

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.

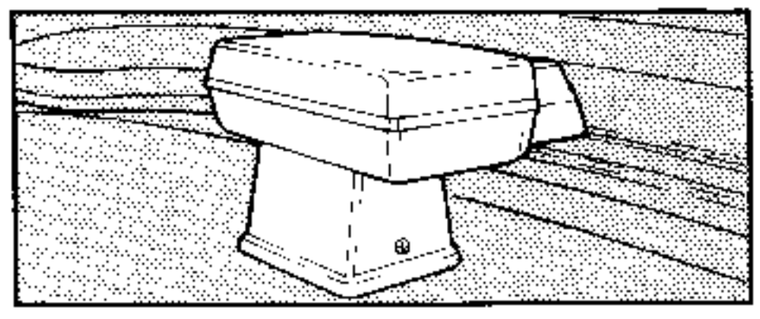
F. Automatic selector lever see page 11 for operation.

G. Overdrive switch. Operation of this switch controls the engagement of 4th gear. See page 11 for operation.

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.

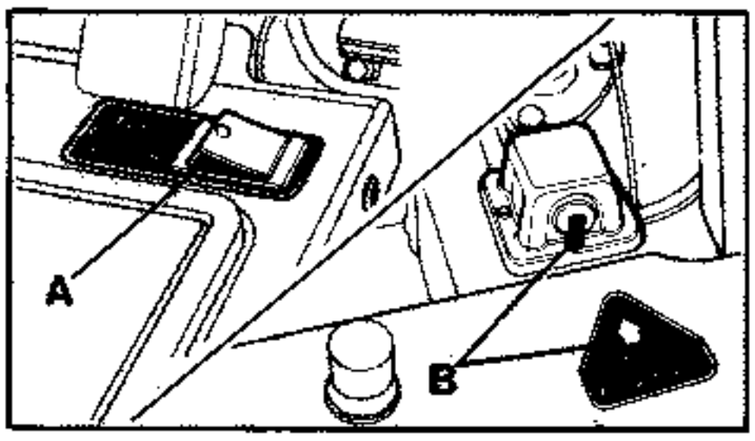
WARNING: Never ignore the brake system warning light (page 6) if it comes on when driving the vehicle, or remains on when the engine has been started and the handbrake released. Its operation indicates the braking system needs to be checked by a competent technician before the vehicle is operated.



Similarly, excessive brake pedal travel could indicate failure of a braking circuit or of the automatic adjusting system. In either case, the braking system must be checked before operating the vehicle. Always have the braking system of the vehicle maintained in accordance with the manufacturer's recommendations.

As a safety precaution against total brake failure, there are two brake hydraulic systems which operate independently. If one hydraulic circuit should fail, the other circuit will operate the brakes though brake pedal travel will be increased. Push the brake pedal down beyond the area of no resistance until the second hydraulic circuit operates the brakes. Do not 'pump' the brake pedal in an attempt to restore pressure. Never impede brake pedal travel by using loose additional and unsecured floor matting.

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.



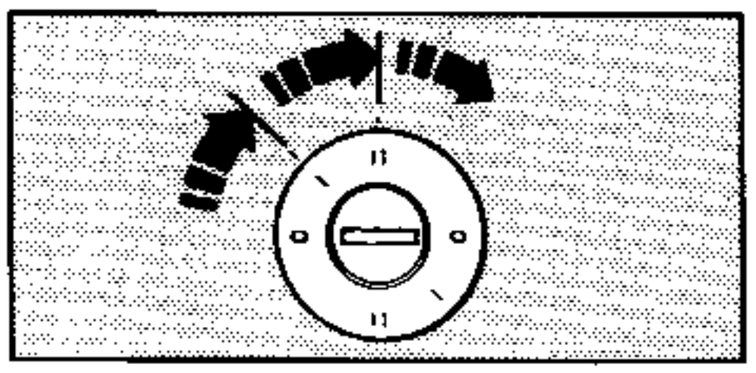
FUEL CUT-OFF SWITCH

Two fuel cut-off switches are provided for safety reasons. They will overr de 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'** w ll 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 operated until the amber warning 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, turn the key fully anti clockwise, and withdraw it from the lock.

WARNING: Never turn the key to the 'O' position or remove the ignition key while the vehicle is in motion.

It is essential that the steering lock is disengaged by turning the key to position 'I' before releasing the handbrake and manoeuvring the vehicle without using the engine. Freewheeling with the engine running or disengaged is not recommended. To lock the steering, turn the key fully anti clockwise, and withdraw it from the lock.

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.

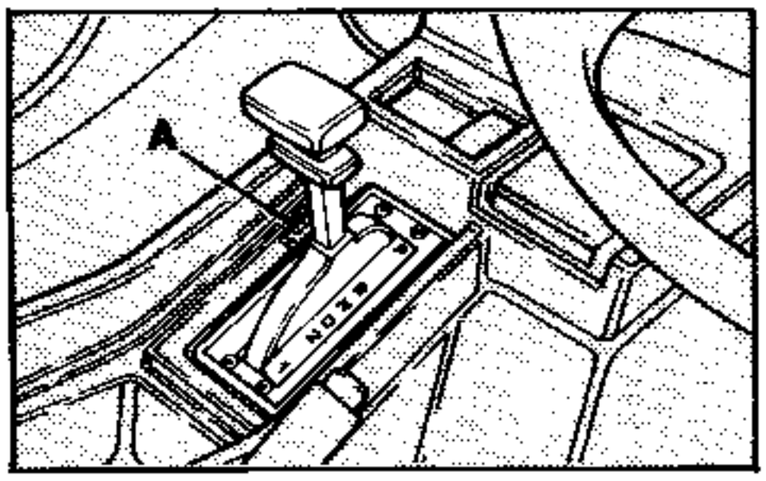
WARNING: The fuel tank is fitted with a vented filler cap. It is essential that a replacement cap is of the correct type.

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 32).

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 selector lock. 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 for maximum engine braking on steep downhill grades.

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

Overdrive. The use of overdrive (4th) gear is controlled by operating the overdrive switch shown at (A). When overdrive is disengaged the

green warning light (5) on the fascia is on.

Overdrive is not recommended for town driving conditions and should not be used. The green warning light should therefore be 'on' when driving in towns.

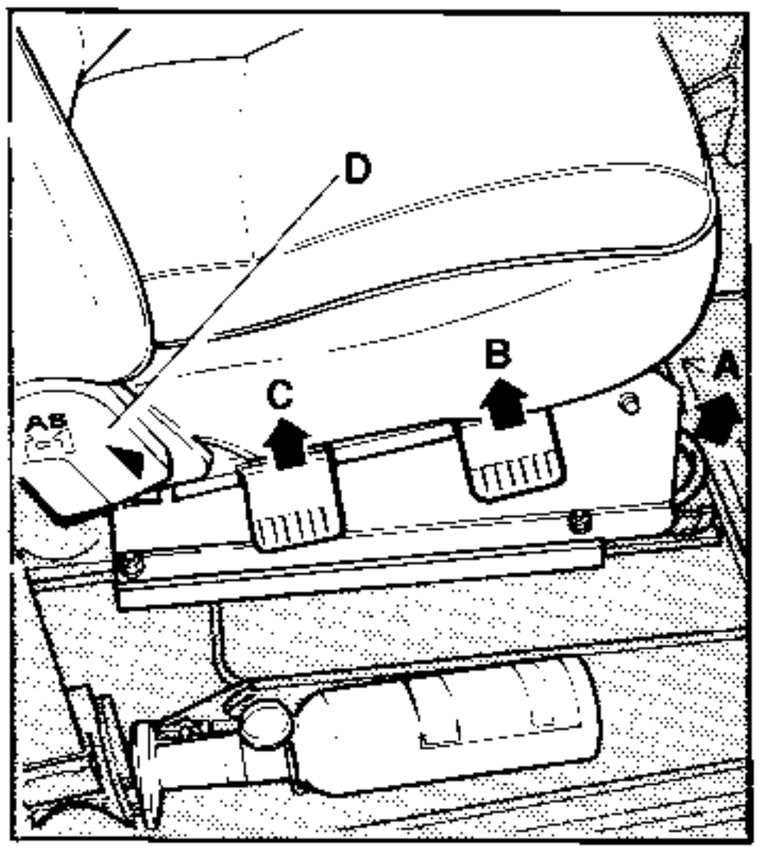
For open road cruising select overdrive (green warning light 'off') to conserve fuel; this will allow the transmission to change up to, and out of, the overdrive gear when conditions allow. With the overdrive switched on you may notice a distinct jolt as the vehicle comes to rest; this is characteristic of the transmission and is in no way detrimental to the performance or durability of the vehicle. When driving down a long descending slope, switch off the overdrive (green warning light 'on') to provide extra engine braking.

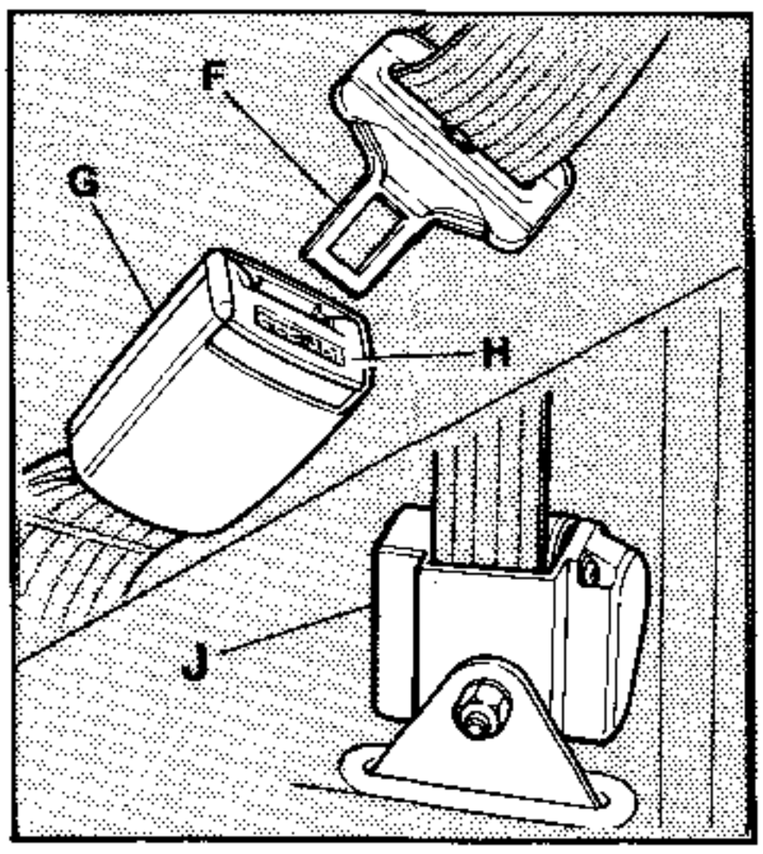
When cruising at low speeds or climbing a gentle slope with the overdrive engaged, you may feel an uncomfortable gearshift shock as the transmission repeatedly changes between 3rd and 4th gears. In such cases, switch the 4th gear overdrive 'off'. When conditions change to normal cruising, the 4th gear overdrive may be switched on again (green warning light 'off'.

DRIVERS SEAT

Lift the release (A) at the front of the seat frame to adjust the location of the seat on the floor, fore and aft. Lift the lever (B) to raise or lower the front end of the seat. Lift the lever (C) to raise or lower the rear end of the seat. A combination of both seat height controls will enable the driver to find the most suitable driving position. The seat back angle may be altered by rotating the adjuster (D).

A pneumatic lumbar support is fitted which may be adjusted by pumping up the rubber bulb situated to the left hand side of the seat. Release the pressure to the support as required by depressing the valve adjacent to the base of the rubber bulb.





Fire Extinguisher

Depending on the type fitted, the extinguisher may be released either by unbuckling the wire clip from the inside outwards, or pulling the extinguisher body directly out of its spring mounted 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 (F) and belt across the body gently, and insert the tongue into the locking unit (G) 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 forward against the belt and press the release catch (H) of the locking unit marked

'PRESS' until the tongue is detached from the unit. Allow the return spring of the belt reel (J) to return the belt to its parked position. It may be necessary to reel in the last few inches of the belt 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 28.

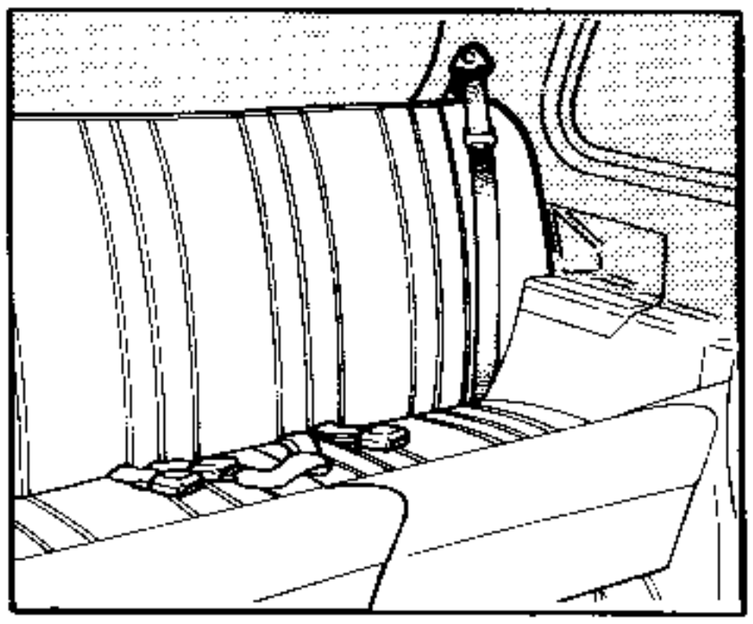
Testing

The operation of the inertia seat belts may be tested as follows:

1. To test the operation of the centrifugal lock, pull sharply on the webbing. The belt should lock up immediately.

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

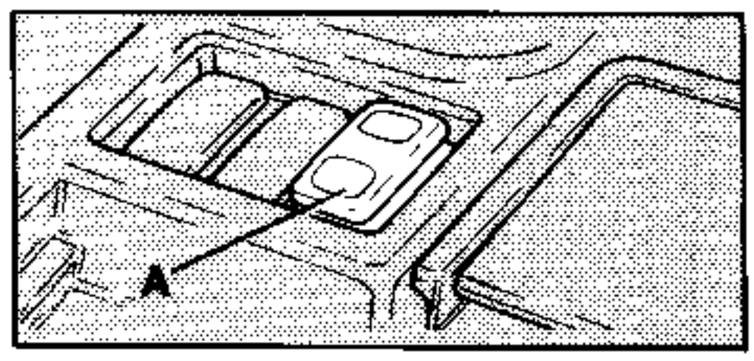
With the belts in use, drive the vehicle at 5m.p.h. (8km/h) and brake sharply. The automatic locking device should operate and lock the belt. It is essential that the driver and passenger are sitting in a normal relaxed position when making the test. The retarding effect of braking must not be anticipated.



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

The central door locking system operates on all doors (not the boot which, for security reasons, has a separate lock). All four doors are locked or unlocked simultaneously by inserting the key into the drivers door lock and turning it anti-clockwise to lock, or clockwise to unlock.

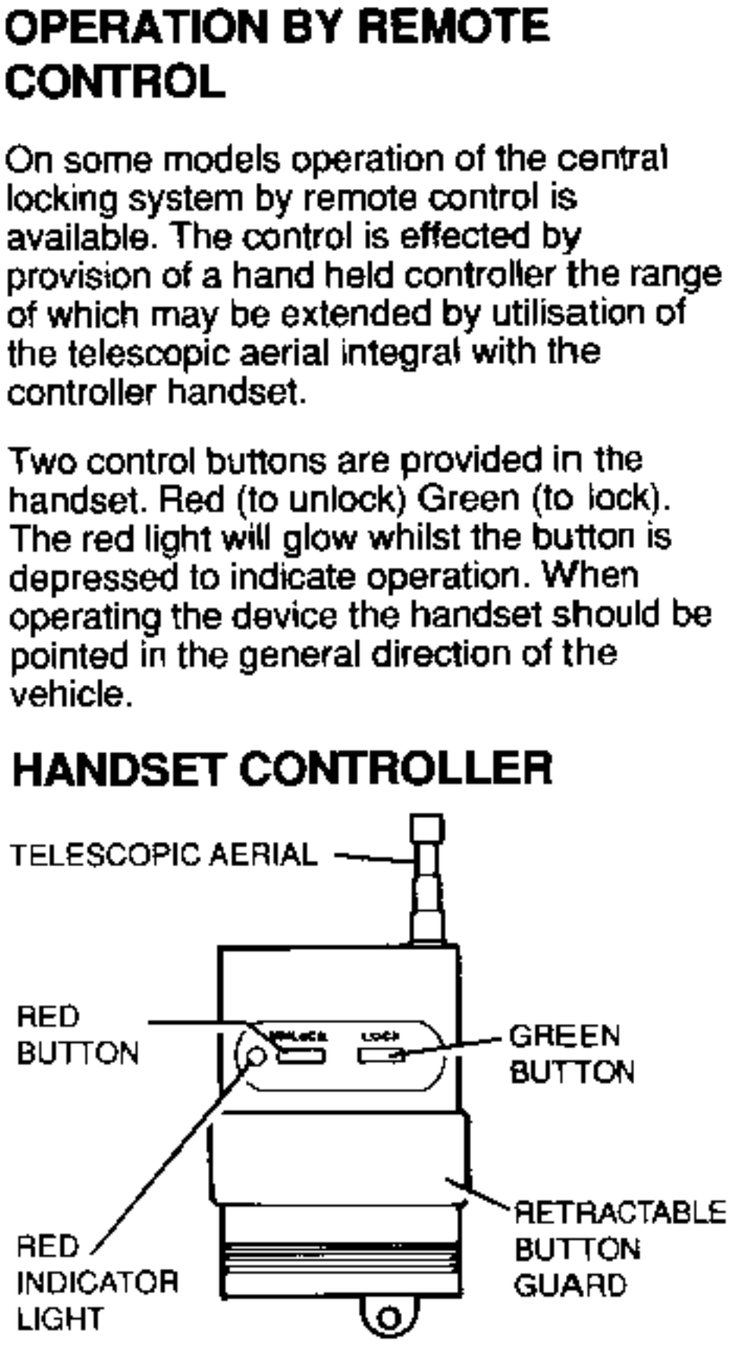
In addition, all doors may be locked simultaneously from inside the vehicle by operating the central locking switch (A) located foward of the gear lever. The door locks are all unlocked when the drivers interior door handle is used to open the doors,
IMPORTANT NOTE: The central locking switch (A) should never be operated with the drivers door open. This will cause the doors to remain locked when the drivers door is closed, and prevent subsequent access to the vehicle without causing damage.
All doors are fitted with key operated door locks and may be locked or unlocked individually.

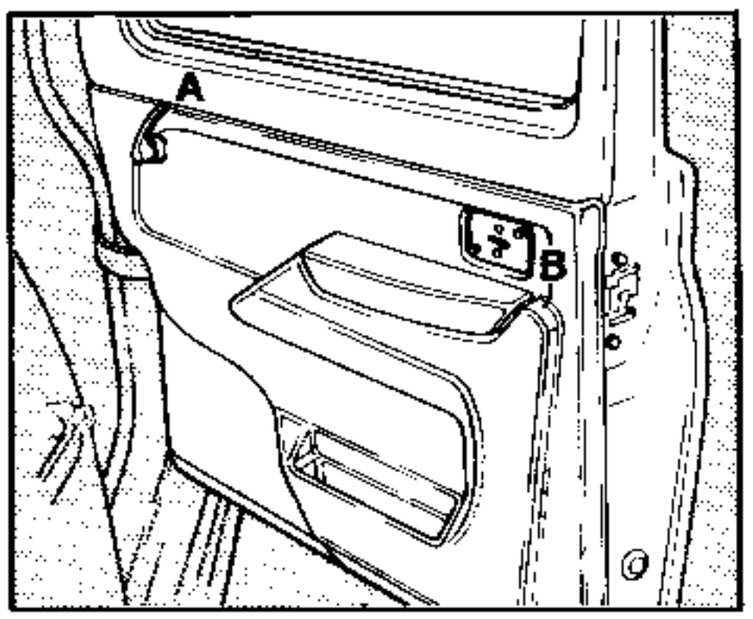
CENTRAL LOCKING - OPERATION BY REMOTE CONTROL

On some models operation of the central locking system by remote control is available. The control is effected by provision of a hand held controller the range of which may be extended by utilisation of the telescopic aerial integral with the controller handset.

Two control buttons are provided in the handset. Red (to unlock) Green (to lock). The red light will glow whilst the button is depressed to indicate operation. When operating the device the handset should be pointed in the general direction of the vehicle.

HANDSET CONTROLLER



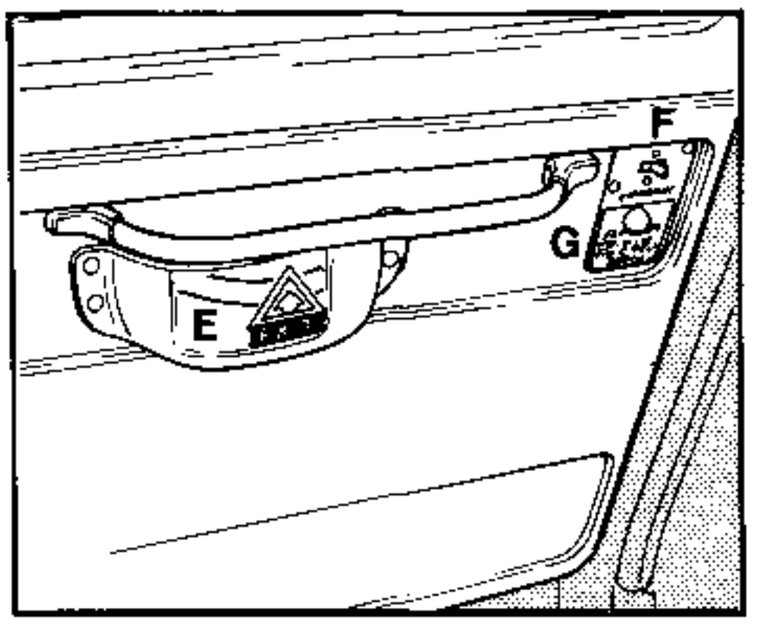


FRONT DOORS

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.

Driver's security
The driver's compartment can be locked from inside by pushing both door interior handles (A) forwards.

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.



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 and the foot brake is not applied, the green warning light (paragraph 16 on page 7) on the instrument panel will glow and the rear doors can be opened.

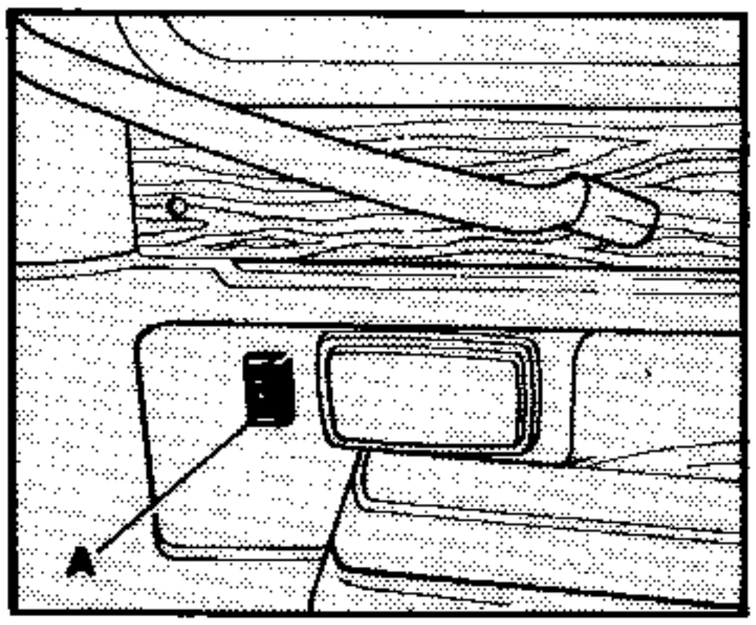
As soon as the footbrake is applied the locks will operate automatically, the warning light will be switched off and the doors will remain locked from the inside until the footbrake is released.

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.

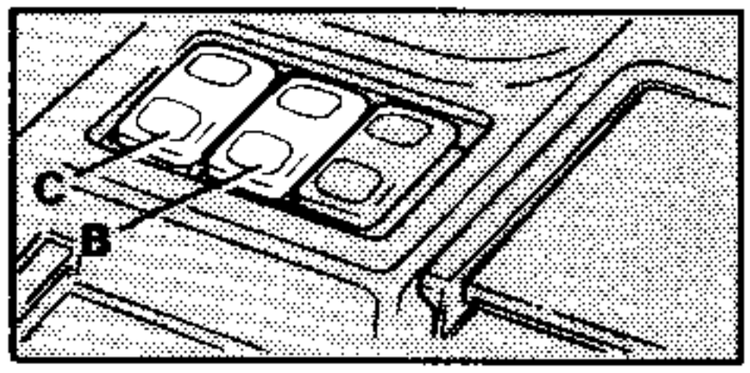


ELECTRICALLY OPERATED WINDOWS

Electric windows only operate when the steering lock and starter switch is in the 'on' position.

Driver's compartment
The control switches for the driver's compartment electric windows (where fitted) are situated on the front face of the centre console. Actuation of the left hand or right hand switch will cause the appropriate window to open or close until its limit is reached.

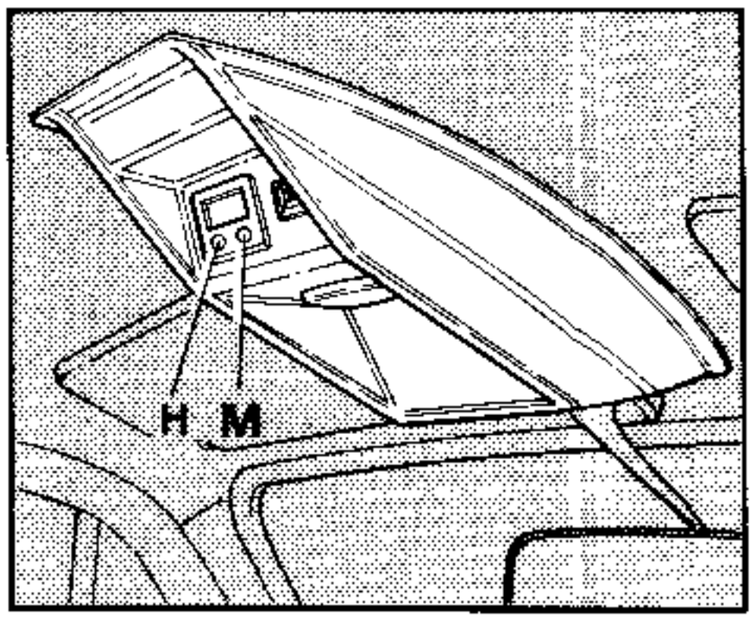
An 'auto closure system' may also be fitted to the driver's compartment windows on some models: this feature completes the opening or



closing of the window when the operating switch is 'held' in either the up or down position for approximately two seconds.

Passenger's compartment
The passenger's compartment electrically operated windows (where fitted) are controlled by switches (A) located in the side panels immediately behind the rear door aperture.

The driver can also open and close the passenger compartment windows by using the two switches adjacent to the central locking switch near the driver's ashtray. Switch (B) controls the right hand side rear window, switch (C) the left hand side rear window.



ROOF CONSOLE

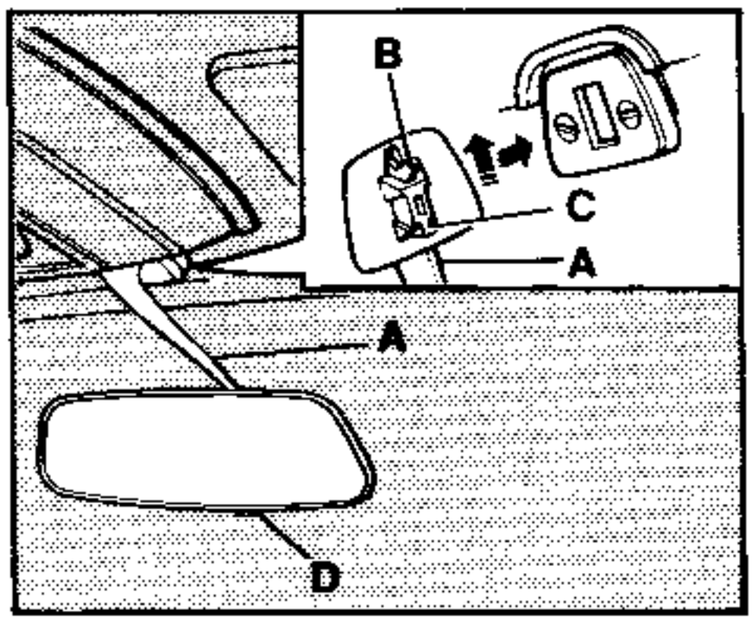
The roof console houses the interior light, digital clock and acts as a housing for the taximeter.

CLOCK

The time display is visible only when the ignition is switched on. To reset the clock, adjust the hour (H) and minute (M) display by using a pencil or ball point pen to press the control buttons. The appropriate button should be depressed until the display is correct.

TAXIMETER

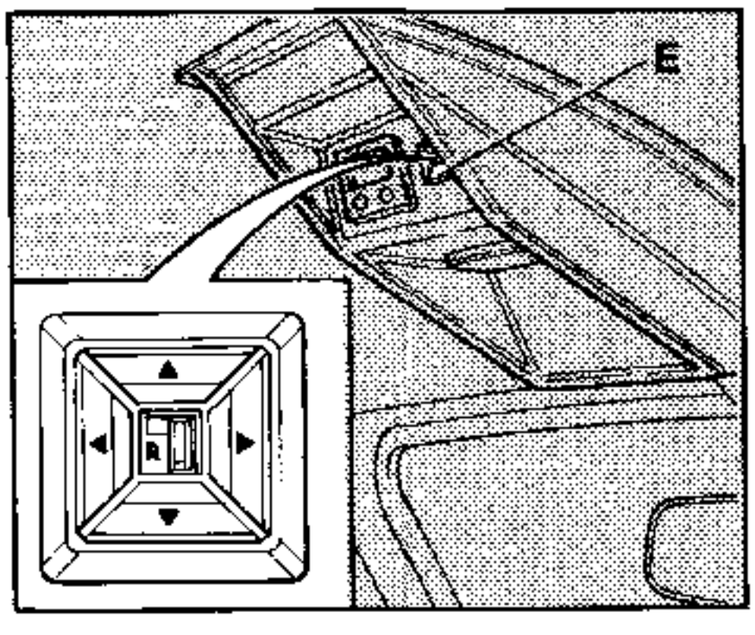
The taximeter operating instructions are contained in a separate publication.



INTERIOR MIRROR

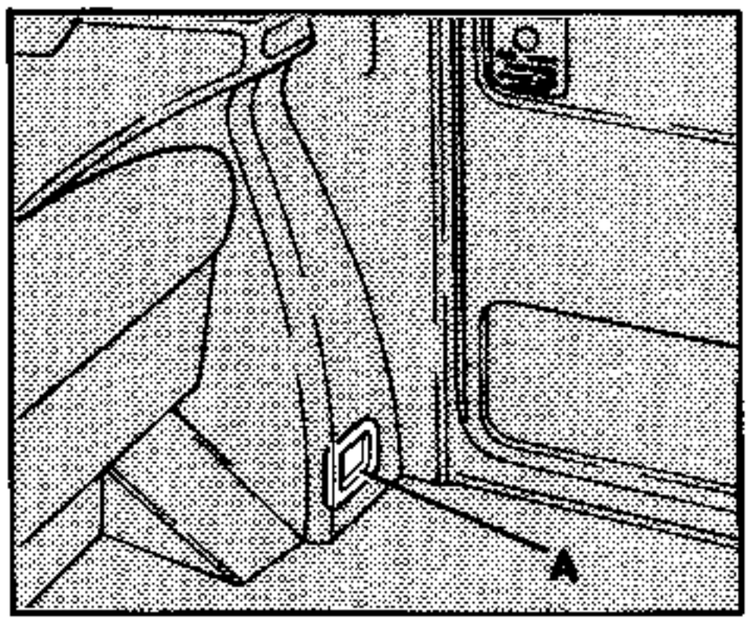
The mirror stem with anti-dazzle head is designed to break away from the bracket on impact. The stem may be fitted in the mounting bracket as follows. Align the stem (A) with the bracket ensuring the spring loaded clip (B) seats at the top of the vertical slot. Push upwards, then forward, when there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

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



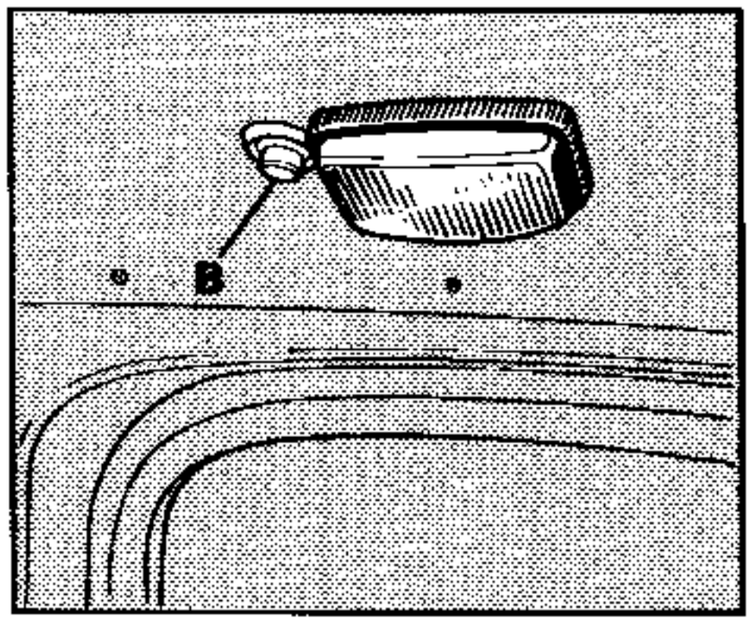
DOOR MIRRORS

Electrical adjustment
The control for positioning the door mounted driving mirrors is situated at the top of the roof mounted console (E).
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.



PASSENGER COMPARTMENT COURTESY LIGHTS

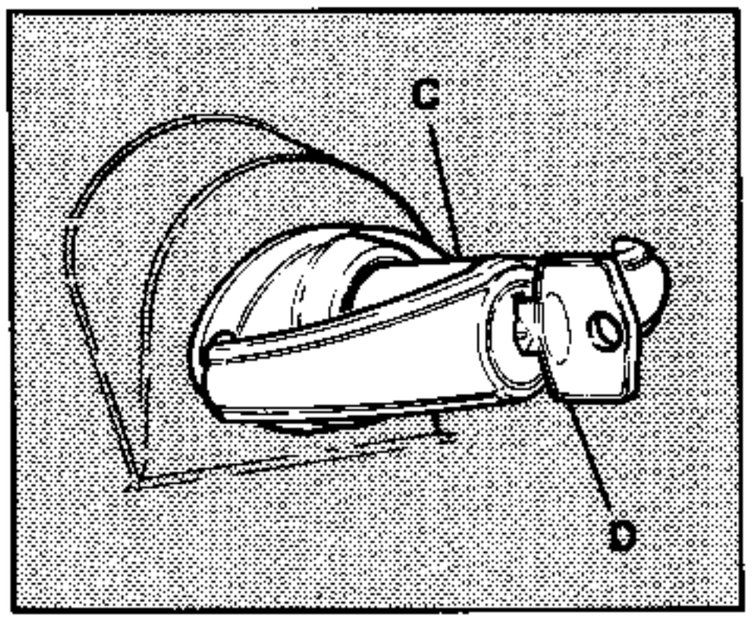
On opening a rear door, a lamp will light automatically at floor level (A) on the same side as the door being opened.



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).

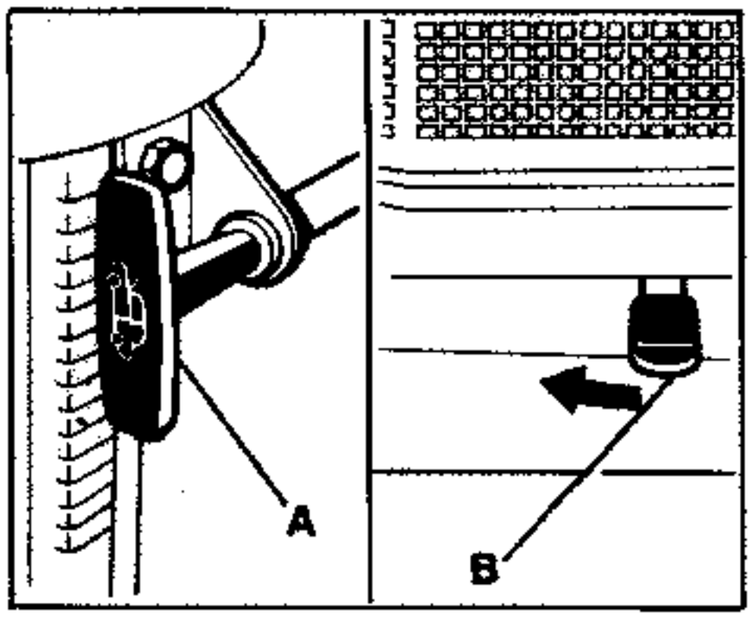
On opening a rear door, a lower wattage lamp lights automatically on the same side as the door being opened.



LUGGAGE COMPARTMENT

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

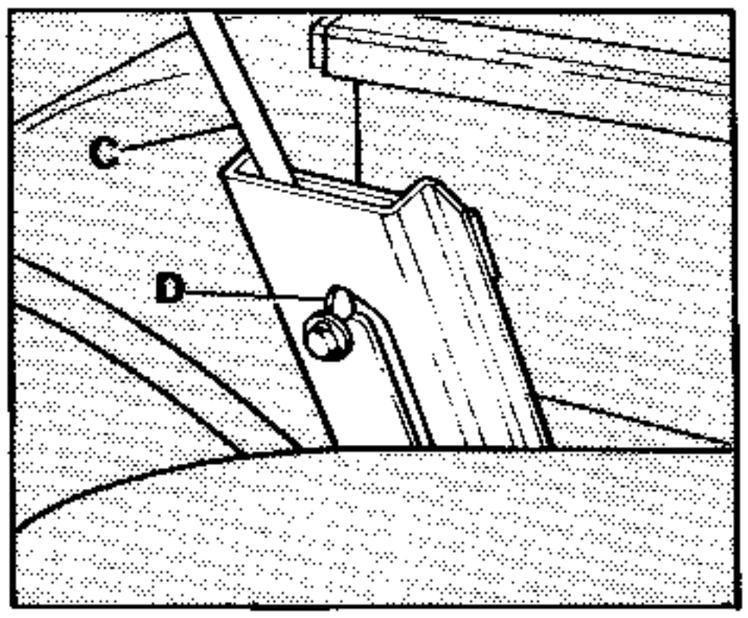
Illumination for the compartment is provided by a lamp mounted inside the boot on the right hand side. It is operated by the action of the boot lid through a switch mounted at boot floor level on the right hand side.

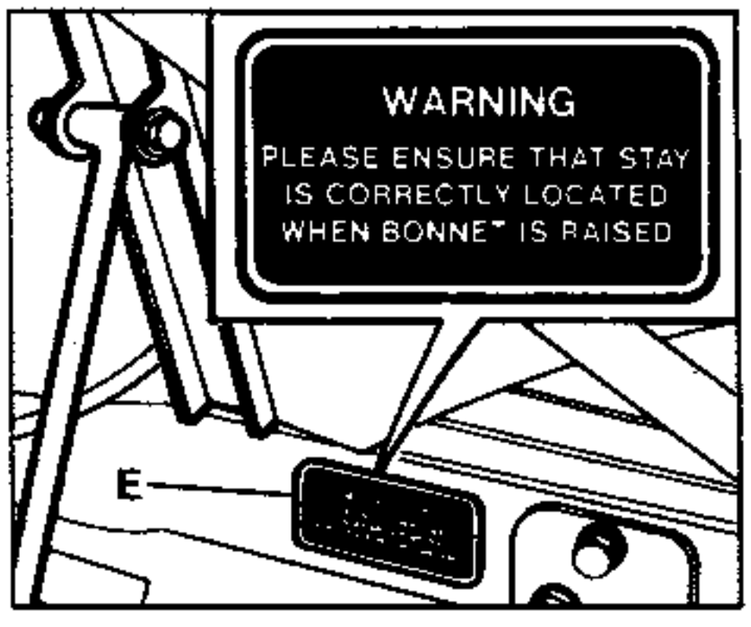


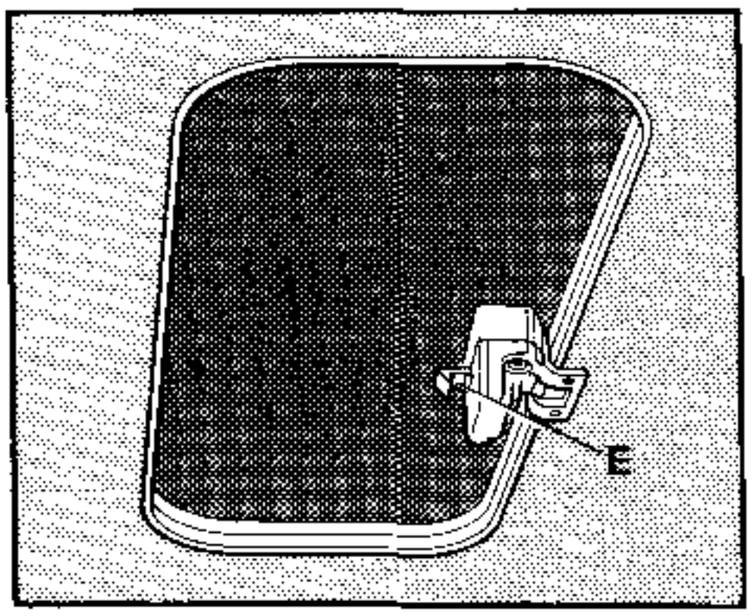
BONNET

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. To close the bonnet, raise it slightly, pull the stay forward out of the slot and lower it. Ensure the bonnet lock has engaged by attempting to lift the bonnet without moving the lever (B).

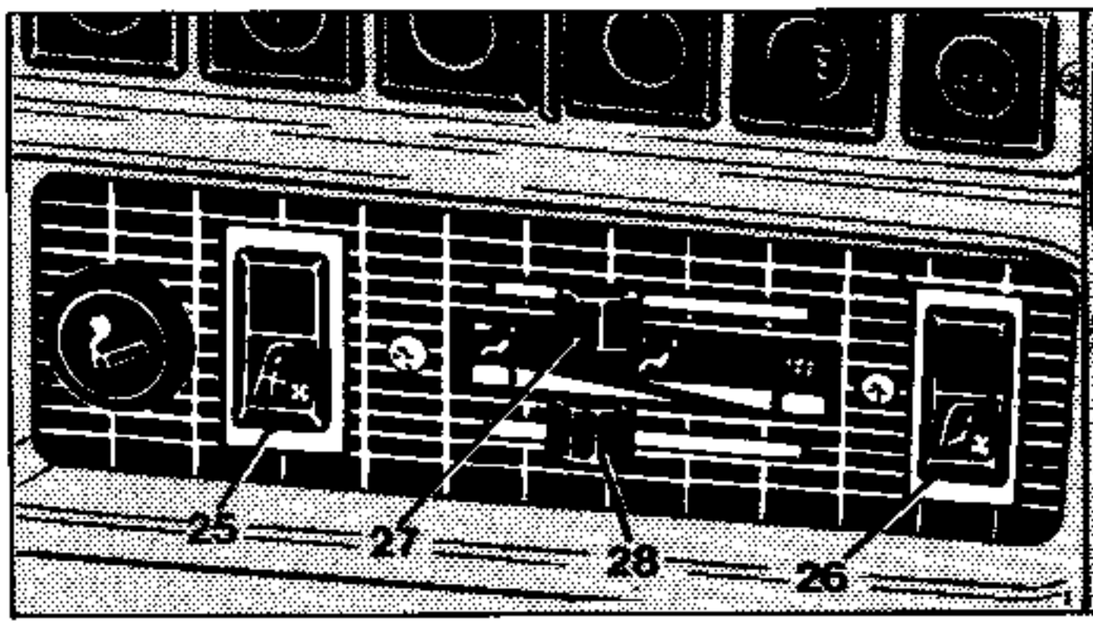


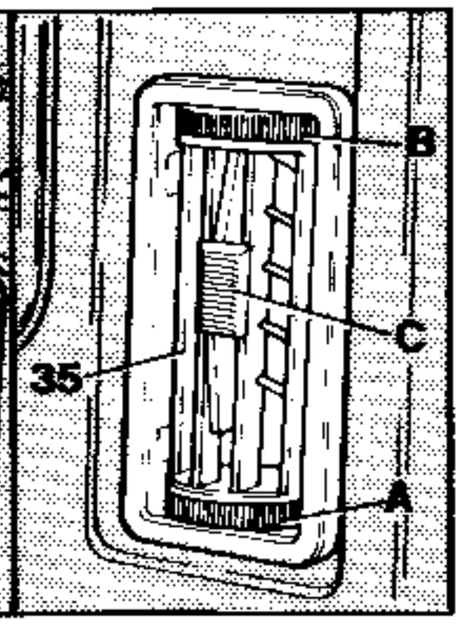


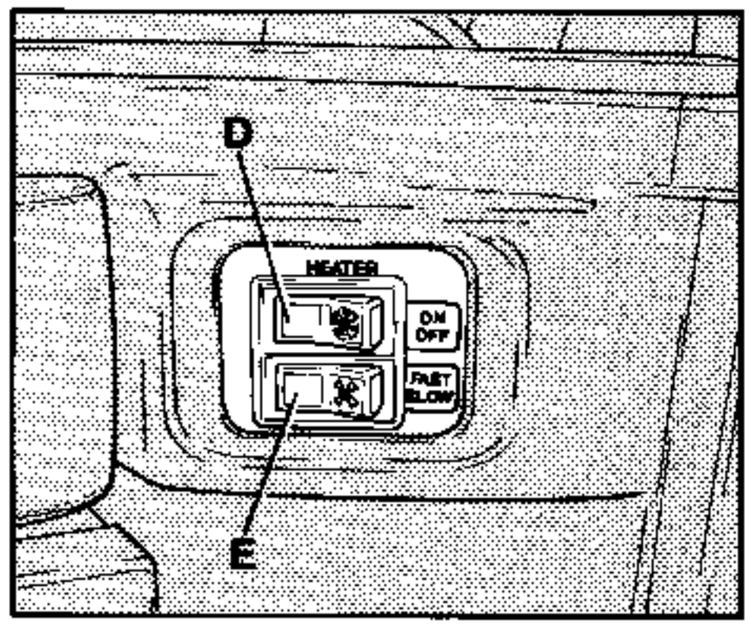


SUN ROOF

Push up the rear catch (E) to disengage the front catch and pull the sun roof rearwards to the position required. The sun roof may be secured in its rearmost position by engaging the rear catch. Pull down on the front catch to release the sun roof from its rearmost position when closing the roof.







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.

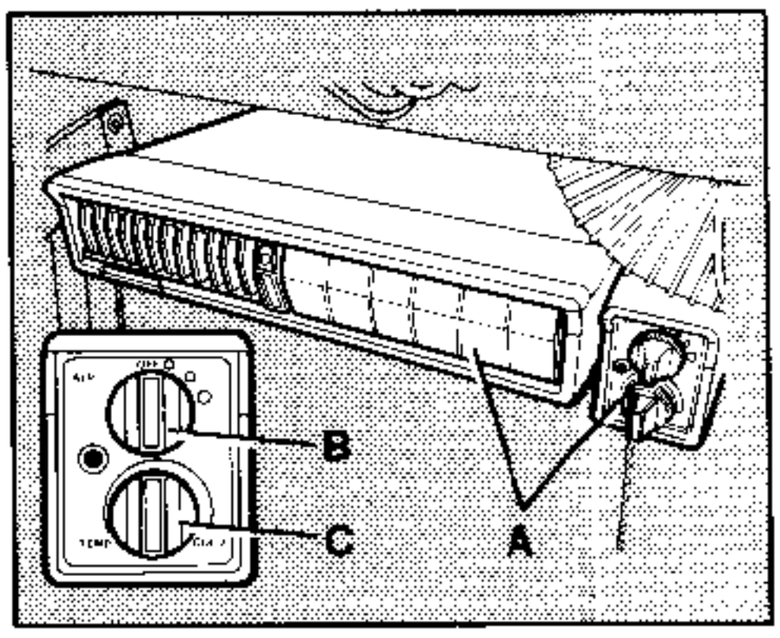
The bottom knurled control (A) can be used to regulate the amount of air being emitted from the ventilator. The control ranges from OFF with the control turned fully to the left to MAXIMUM with the control turned fully to the right.

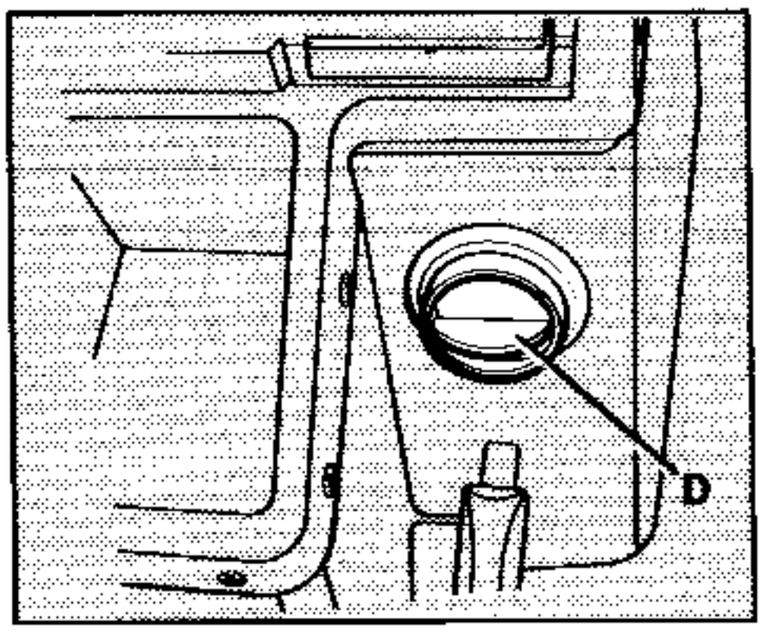
The top knurled control can be used to direct air either to the left or right. The centre knurled control (C) can be used to direct air either upwards or downwards.

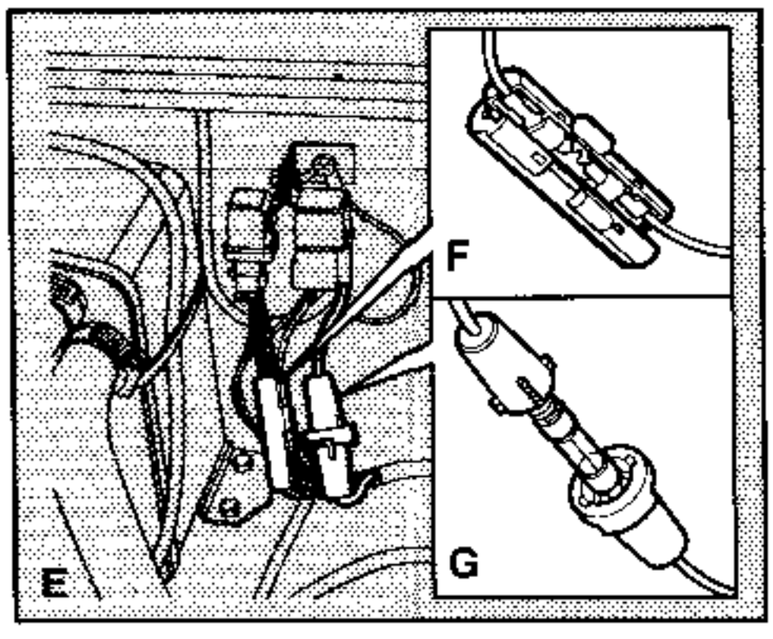
Passengers blower control. Situated on the left hand side of the drivers partition it provides an independent on/off switch (D) for the rear compartment irrespective of the position of the drivers control switch for this compartment.

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

The switch (25) may 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.







AIR CONDITIONING (where fitted)

The controls for the optional air conditioning system for the driver are fitted in the front luggage compartment (A). With the ignition switched 'on', turn the upper control knob (B) clockwise, to operate the fan. The fan has three speeds, choose the setting which is the most comfortable. Turn the lower control knob (C)

clockwise until the red indicator light glows, then adjust the temperature to the desired level.

After adjusting the temperature setting the red indicator light may extinguish: this is normal and indicates the thermostat and clutch are working. Finally, adjust the vents (D) to the desired position.

Note: *Leakage of water under the vehicle may be caused by condensation as a result of the operation of the air conditioning unit.*

CAUTION: *The air conditioning unit contains freon gas which affects the ozone layer of the atmosphere. Have the air conditioning system checked from time to time by an air conditioning specialist repairer who has the equipment needed to service the air conditioning unit.*

FUSES

The air conditioning fuses and relays are located beneath the bonnet to the side of the heater (E).

The ampere ratings of the fuses are as follows:

Condenser fan 10 Amperes (F)

Evaporator fans 15 Amperes (G)

Equipment for Disabled Passengers

The Fairway passenger compartment is fitted with equipment specially designed to assist passengers with disabilities to travel in safety and comfort. The fold - down seat, fitted to the left hand side of the vehicle, can be swivelled round into the door aperture and used in conjunction with a simply installed additional step to assist the entry of passengers with restricted movement. The additional step can also be used separately when required.

Provision has also been made to accommodate most types of hand operated, four wheeled wheelchairs and some power assisted, four wheeled wheelchairs. The rear seat cushion is divided and hinged to assist wheelchair entry and to allow one side of the seat to be used by a passenger after the wheelchair has been positioned, while leaving additional space available for the wheelchair user.

It is essential that the equipment is used with care and that the loading and unloading procedures are correctly followed. In all cases reassure the passenger about the equipment, by explaining how the equipment is to be used, and protect the passenger by ensuring they do not contact the door aperture etc. as they manoeuvre into and out of the vehicle.

GENERAL PRECAUTIONS

I. Wheelchairs must always be carried in the recess to the left of the centre partition and facing the rear of the vehicle using the wheelchair restraining mechanism and passenger seat belt provided. Never carry a wheelchair passenger unrestrained, positioned sideways or forward as neither the wheelchair nor its passenger can be adequately restrained in these positions.

2. Wheelchair passengers should always be encouraged to use the seat belt provided as the wheelchair restraint does not provide adequate security to the passenger. The belt should be worn across the pelvis; in some cases it will be necessary to thread the seat belt through the space at the back of the wheelchair arm rest. The belt should never be fitted across the top of the wheelchair arm rests.

3. Even under light braking, acceleration and cornering, an unrestrained wheelchair can move, or the wheelchair occupant can fall out of the wheelchair. While wheelchair brakes should be applied when the chair has been correctly positioned in the vehicle they are not an adequate restraining system.

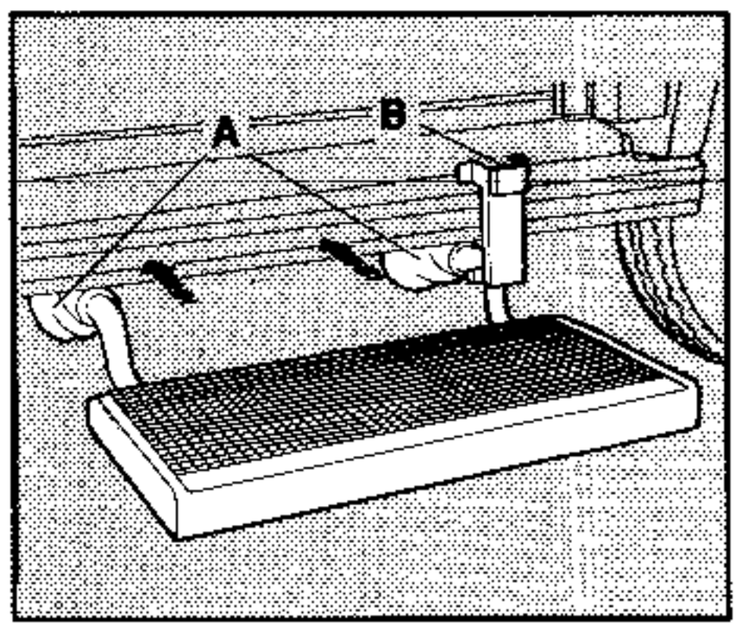
4. Harsh driving can cause many disabled people to slide in their wheelchairs; often they are unable to reposition themselves and this can cause discomfort or even physical damage. It is therefore extremely important to try to avoid hard acceleration, braking or cornering.

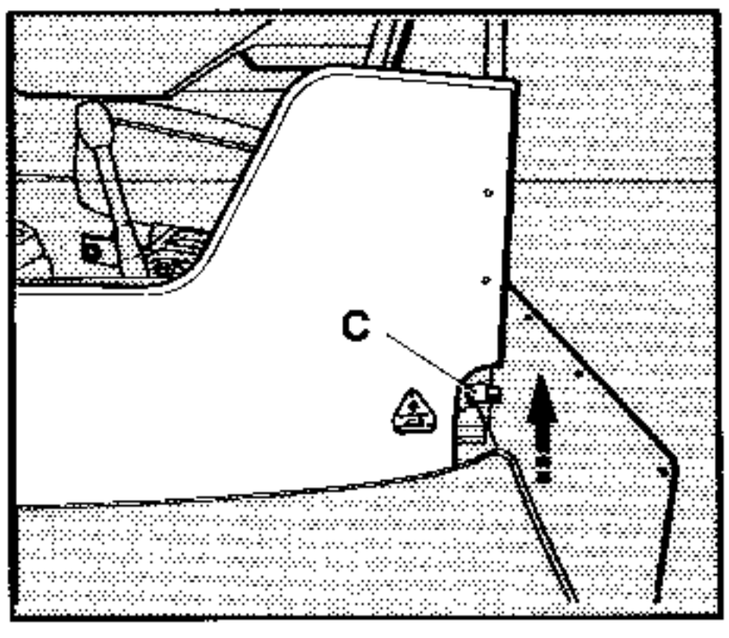
5. To prevent any risk of the wheelchair user falling out of the wheelchair, the wheelchair should always be unloaded from the vehicle backwards using the nearside door and the ramps provided.

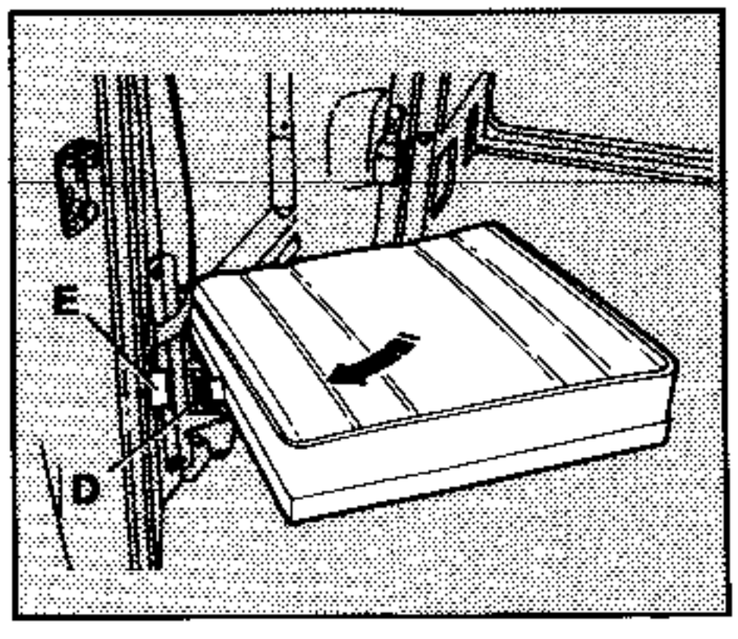
6. Always use the loading ramps provided whenever the kerb height is low such that the entry angle is steep. Besides being unpleasant and possibly damaging to the wheelchair user, undue effort will be required to load the wheelchair. To avoid any risk of the passenger coming into contact with the door aperture etc., never rush the loading operation or allow a powered wheelchair to be driven into the vehicle.

7. Ensure that when the additional step provided is used, it is pushed fully into its sockets under the left hand passenger door. The step incorporates a bracket to prevent the passenger door from being closed until the step has been removed. It is recommended that the step be carried in the luggage compartment adjacent to the driver when it is required later in the journey, or in the normal storage position; it should not normally be carried in the passenger compartment.

WARNING: Ensure the step mounting sockets below the left hand passenger door are never used as jacking points or supports for the vehicle.







ADDITIONAL STEP

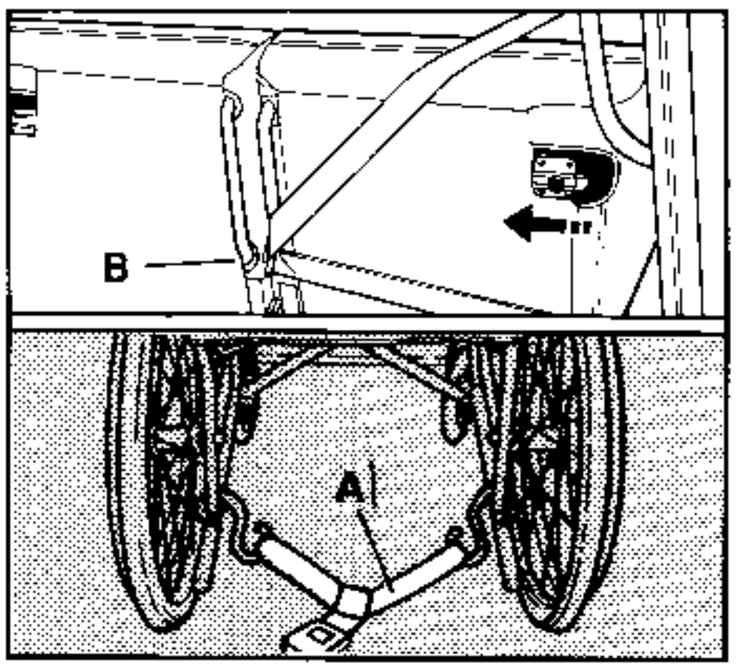
An additional passenger compartment step is provided and stored in the luggage compartment to the rear of the vehicle. When required, the left hand passenger door should be opened and the step pushed fully home into its mounting sockets **(A)** below the door ensuring the door close bracket **(B)** is in the the upright position. When the passenger is in the vehicle, remove the door step, close the passenger door and temporarily store the door step in the luggage compartment adjacent to the driver. Follow the same procedure when assisting the passenger to alight from the vehicle. Store the step in its correct location in the luggage compartment to the rear of the vehicle.

SWIVEL SEAT

The fold - down passenger seat fitted to the left hand side of the passenger compartment is fitted with a swivelling mechanism which allows the seat to swing out into the door aperture providing improved access for passengers with limited movement to use the seat facing the rear of the vehicle. It should be used in conjunction with the additional step provided when required.

To operate the seat mechanism, open both left hand doors, release the seat by raising the seat latch lever **(C)** situated to the rear of the front compartment partition. Pull the seat down and into the door aperture, engaging the spigot **(D)** on the side of the seat into the rubber socket **(E)** on the vehicle body to hold the seat in the 'down' position. Assist the passenger onto the swivel seat and push the seat and passenger back into position against the passenger compartment partition until the seat latch engages.

At the end of the journey, release the seat latch and swivel the seat into the door aperture engaging the spigot on the side of the seat into its socket. Assist the passenger from the vehicle and return the seat to its normal stowage position ensuring the seat retaining latch is engaged.



WHEELCHAIR INSTALLATION

The procedure for installing a wheelchair passenger is as follows:

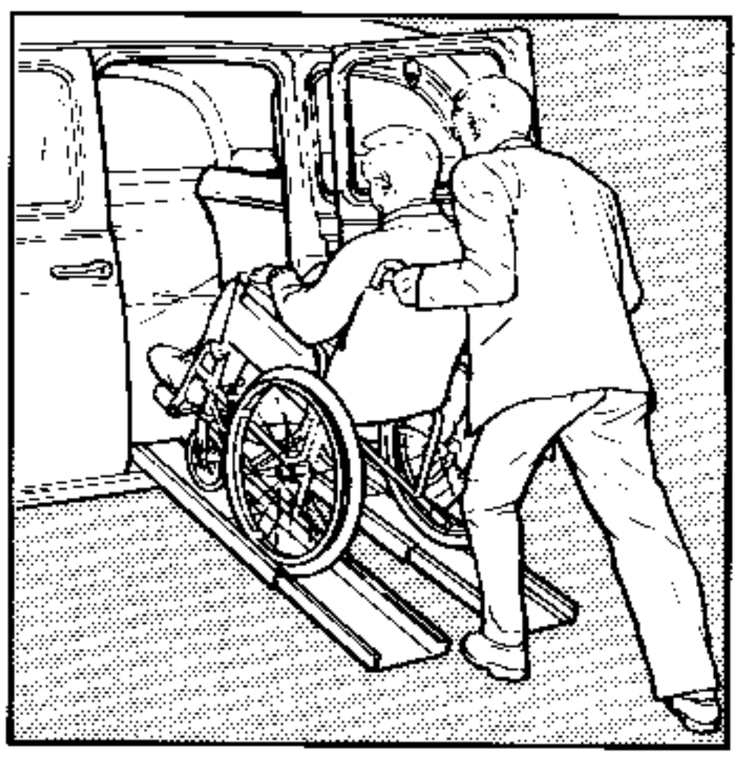
Remove the two wheelchair ramps from their stowage position in the luggage boot together with the wheelchair restraining harness (A).

Open the left hand passenger door to its fullest extent.

Release the catch below the front of each seat cushion, and fold both seats fully upright.

Secure the left hand seat in its upright position by fastening the seat belt in the normal way but round the seat base as shown (B).

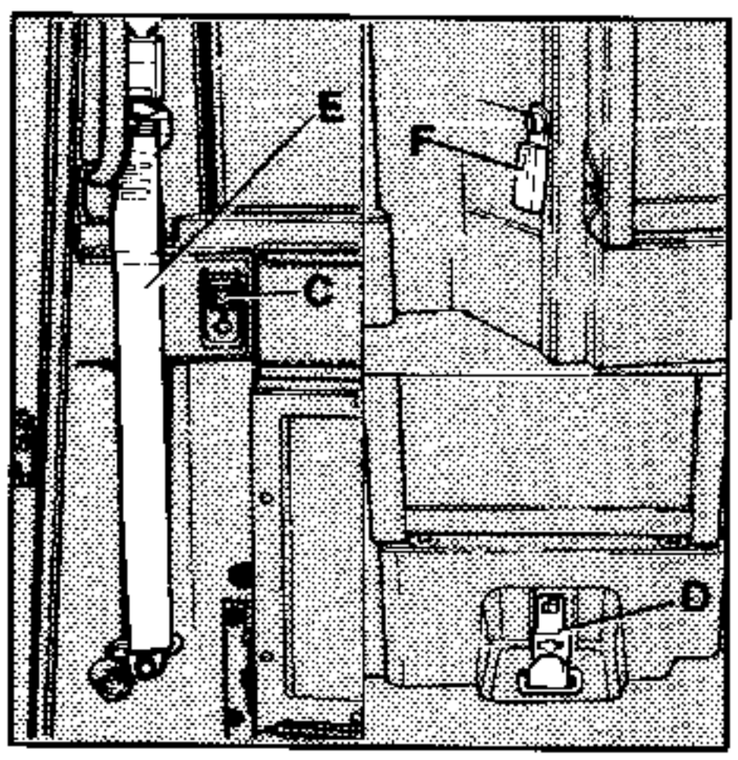
NOTE: Always fasten the seat belt correctly and do not attempt to secure the seat by wrapping the seat belt round the seat catch.



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.

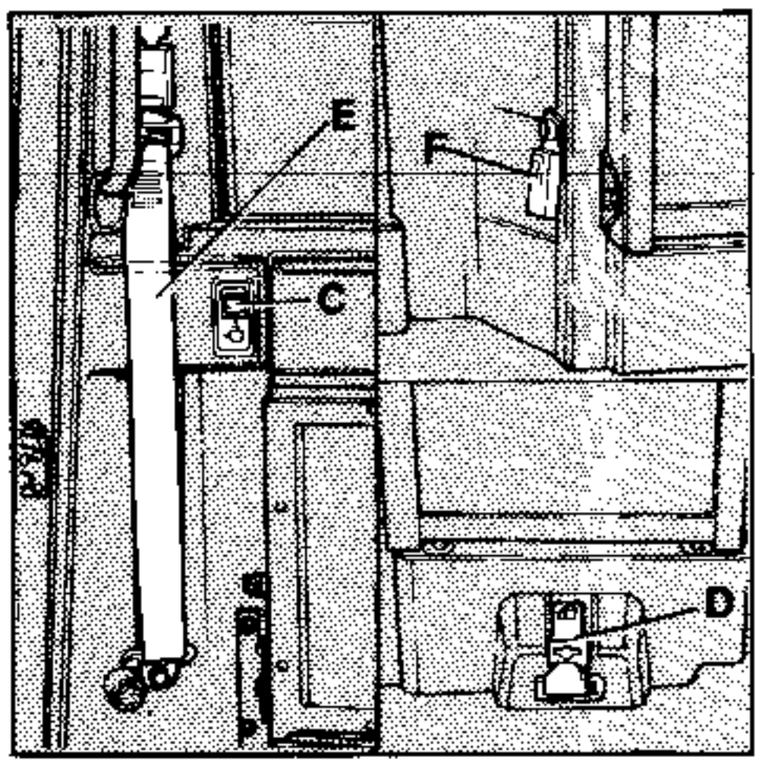
Turn the wheelchair so that the chair and passenger faces rearwards.



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

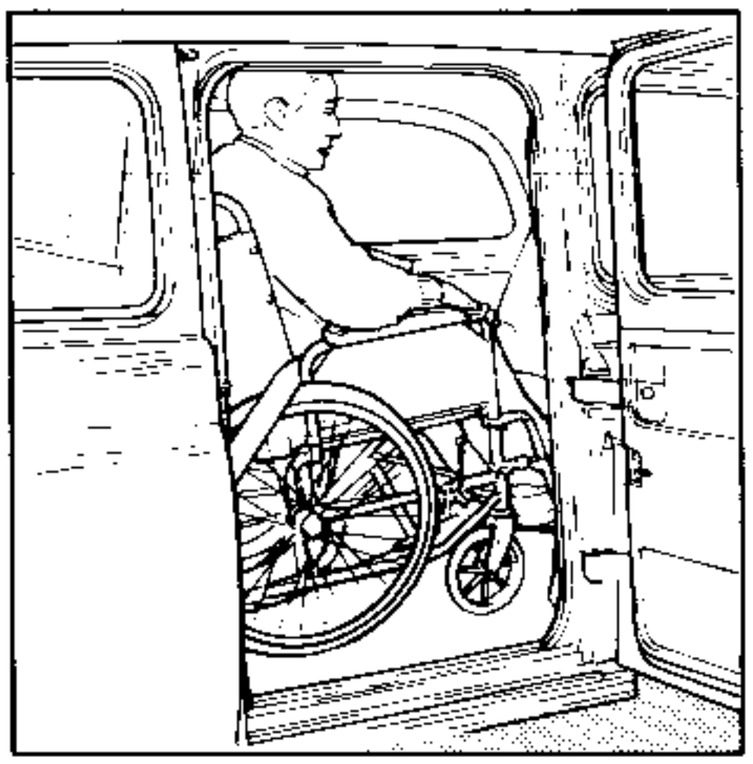
Pressing the switch (C) (lights up red) at the LHS of the partition will release the securing harness (D) at floor level and will allow connection to be made with the wheelchair harness (A). As much slack webbing as possible should be fed back into the partition before pressing the release switch (C) 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 - see page 24



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 receptable (F) on the other side at floor level.

NOTE: The belt should be worn across the pelvis; in some cases it will be necessary to thread the seat belt through the space at the back of the wheelchair arm rest. The belt should never be fitted across the top of the wheelchair arm rests.



Remove and stow the wheelchair ramps in the luggage compartment. Close the left hand door. With regard to passing traffic, open the right hand door and lower the right hand seat into its normal position, ensuring the seat catch engages correctly. An additional passenger may then use the right hand seat if required.

The wheelchair may be removed by reversing the installation procedure. The additional passenger should be helped tc leave the vehicle safely, and the right hand seat raised. Fully open the left hand door, refit the wheelchair ramps and remove the wheelchair passenger's safety harness. Operate the wheelchair anchorage harness switch, to allow the wheelchair to be manoeuvred across the passenger compartment, so that the anchorage harness can be unhitched from the wheelchair.

Carefully remove the wheelchair backwards from the vehicle. Lower both rear seat cushions until each catch is engaged. Disconnect the wheelchair anchorage harness and turn off the release switch. Stow the wheelchair ramps and anchorage harness.

WARNING: Prolonged and repeated contact with used engine oils may cause serious skin disorders, including dermatitis and cancer. Excessive contact with used oils should be avoided - wash thoroughly after contact.
Many liquids and other substances used in motor vehicles are poisonous and should under no circumstances be consumed, or allowed to come into contact with open wounds. These substances, among others, include anti-freeze, brake fluid, fuel, windscreen washer additives, lubricants and adhesives. Keep all such substances out of the reach of children.
Always dispose of used oils/solvents etc. at an approved Public Waste Disposal facility. Never pour such materials into the public drainage system or allow them to seep into the soil.

PREVENTATIVE MAINTENANCE

Preventative maintenance, together with the use of genuine London Taxi International Ltd parts is the key to economy, safety, and reliability for your vehicle. Care and regular maintenance will also prolong the useful life of the vehicle.

This handbook contains information on how to perform some of the more simple service operations required. However, it is strongly recommended that the maintenance operations and replacements scheduled at regular intervals and shown here are never overlooked and are carried out by a recognized LTI Dealer. Your Dealer has the required qualified personnel, facilities and equipment, and can a offer a service scheme to cover systematic maintenance in accordance with our recommendations and standards.

London Taxis International reserve the right to change their servicing recommendations and maintenance schedules in the light of operating experience. By having your vehicle regularly serviced by recognized Dealers you will ensure that any work carried out is in line with the latest recommendations issued by the manufacturer.

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/top up windshield washer reservoir
Check function of exterior lamps, wipers and warning indicators including rear door security locking
Check/adjust tyre pressures and condition
Check tightness of wheel fastenings

First 1,000/1,500 miles (1,500/2,500 km)

Free Service (except for materials)

STANDARD SERVICE
Every 6,000 miles (10,000 km) or 3 months whichever occurs first.

ONTHE VEHICLE LIFT

Replace the engine oil and oil filter
Check/top up gearbox or auto transmission oil
Check/top up rear axle oil
Check front brake pads for wear. Remove rear brake drums, clean out brake dust and check rear linings for wear
Check/adjust handbrake rear cable
Inspect brake pipes, hoses and connectors for leaks and chafing
Inspect exhaust system for leaks, and condition of exhaust mountings and clamps for security
Check security and condition of 'U' bolts, suspension and front crossmember bushes, steering and suspension ball joints and fixings
Examine damper units for leakage
Lubricate prop shaft joints and check securing bolts
Check/correct the tyre pressure (including spare) and check torque of wheel nuts. Check condition of tyres. Report any signs of abnormal wear
Examine the underside of the vehicle for evidence of any fuel/oil/coolant leaks and wear/damage to hoses, connectors and pipes or any other damage/deterioration of which the owner should be made aware

IN THE ENGINE COMPARTMENT

Check/top up the brake and fluid levels
Check/top up windscreen washer reservoir
Check/top up coolant level, check condition of hoses and inspect for signs of coolant loss
Check/top up power steering pump fluid reservoir, top up steering idler box
Check the condition of the drive belts and adjust the tension or replace as neccessary
Examine the engine compartment for evidence of any fuel/oil/coolant leaks and wear/damage to hoses connections and pipes

VEHICLE EXTERIOR AND INTERIOR
Check the condition and operation of all seats, seat belts and seat belt fixings
Check the operation of the central locking system
Check all driving/indicator/hazard and warning lights are operating correctly
Check windsreen wash/wipe and horn are operating correctly. Renew wiper blades if required
Check operation of electric door mirrors

ROAD/ROLLER TEST
Check the heater plug system light operates on start up
Check operation of instruments and warning lights
Check operation of brake fluid level warning light
Check the correct operation of the motion door locking system indicators
Check operation of footbrake
Check operation of manual gearbox and clutch, auto transmission, kickdown and overdrive switches, starter inhibitor and parking lock
Check exhaust smoke level and engine performance is within normal operating limits
Check the operation of the steering system for possible signs of free play
Check operation of handbrake.
Stop engine and check brake vaccuum non return valve operation
After driving the vehicle, check/top up fluid level of auto transmission while engine is warm

MAJOR SERVICE
Every 12,000 miles (20,000 km) or 6 months whichever occurs first

As standard service plus the following

Remove front brake pads and examine for condition and wear and replace as necessary.
Check calipers for signs of leakage
Clean out rear brake drums, check brake linings for wear and replace as necessary. Examine brake mechanism condition and cylinders for fluid leakage
Check/adjust front wheel bearing end float
Lubricate exposed auto transmission gear shift mechanism
Check/adjust the valve clearances
Replace fuel filter/clean filter bowl
Disconnect battery leads, clean/grease terminals
Lubricate door, bonnet, and boot lid hinges and locks
Check/adjust headlamp alignment

ADDITIONAL SERVICE REQUIREMENTS

The following additional operations are required at the mileage or time elapsed indicated:

Each 18,000 Miles/30,000 km
Replace air filter element
Replace gearbox or auto transmission oil

Each 24,000 Miles/40,000 km
Check torque of suspension ball joints

Each 36,000 Miles/60,000 km
Replace rear axle oil
Examine condition of front wheel bearings, regrease or replace as necessary, set wheel bearing end float
Check/top up battery electrolyte level

Each 48,000 miles/80,000 km or 2 years
Replace brake and clutch system fluid and bleed systems

Each 60,000 Miles/100,000 km or 2 years
Drain and flush cooling system, replace antifreeze

RECOMMENDATIONS

In addition to the items specified in the routine service schedules, there are a number of other parts of the vehicle which we recommend should receive attention for reasons of safety or reliability and which depend on the operation of the particular vehicle. These are listed below together with the mileage and time in service at which attention is appropriate.

Every 36,000 miles (60,000 km)
Replace front and rear dampers

Every 36,000 miles (60,000 km) or 3 years (whichever occurs first)
Check/adjust wheel alignment

Every 60,000 miles (100,000 km) or 3 years (whichever occurs first)
Examine the master cylinder, calipers and wheel cylinders for wear and replace all fluid seals and flexible hoses. Replace the brake servo air filter. Refill the braking system with new fluid of the recommended type and bleed the system.

CAUTION: *If engine power decreases, black exhaust smoke is emitted or engine noise increases, the engine and its fuel injection equipment require service attention. Such work should always be entrusted to an authorized LTI Dealer.*

LUBRICATION

Always use high quality oils and greases of the correct specification shown in the table below during maintenance and when topping up in service. The use of incorrect lubricants can lead to high oil and fuel consumption, excessive wear and ultimately to damaged components.

Engine oils of the correct specification contain additives which disperse the corrosive acids formed in combustion and prevent the formation of sludge which can block the oil ways. Additional additives should not be used.

Always adhere to the recommended servicing intervals.

LUBRICANT SPECIFICATIONS

Component	Minimum performance level
Engine	MIL-I-46152 or BLS 22 OL.02 or A.P.I. SE/CC
Manual Gearbox	MIL-L-2105C 80A.P.I. GL5 S.A.E. 75W/90 Grade
Automatic Gearbox/ Power Steering	GM Dexron II Spec No. D 20112
Rear axle/ Steering idler	MIL-L-2105C A.P.I.GL5 S.A.E.90 Grade
Propshaft	Multipurpose Lithium Grease N.L.G.1 Consistency No.2

CLEANING - INTERIOR

DO:

Clean the transparent parts of the centre division with a clean soft cloth and water mixed with a trace of washing up liquid.

Clean plastic faced upholstery with diluted upholstery cleaner.

Clean nylon faced upholstery with a brush or vacuum cleaner, and remove stains with nylon cleaner, using a patting action.

Clean seat belts by sponging with warm water, using a non-detergent soap. Allow them to dry naturally.

Clean carpets with a brush or vacuum cleaner. Occasionally clean carpets with diluted upholstery cleaner.

Use only a clean soft cloth or chamois leather to clean the interior of the rear window. The direction of the cleaning should be in line with, and not across, the heating elements.

DO NOT:

Use body or glass cleaners to clean the clear acrylic parts of the centre partition, or scratch the acrylic screen by wiping with a ringed hand. Do not stick labels to the acrylic parts of the partition screen since they may be difficult to remove without damage.

Use a rubbing action when removing stains from nylon faced upholstery.

Use upholstery cleaner on painted surfaces.

Bleach or re-dye seat belts. Clean seat belts by using caustic soap, chemical cleaners or detergents. 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.

CLEANING - EXTERIOR

DO:

Wash the bodywork frequently with a soft sponge and plenty of water containing car shampoo.

Use chrome cleaner to remove tarnish from bright metal.

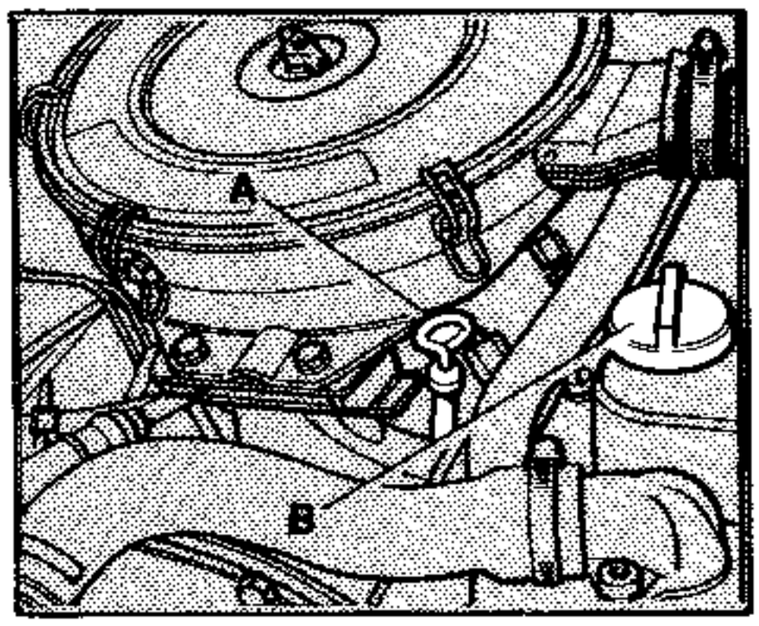
Use glass cleaner to remove windscreen smears.

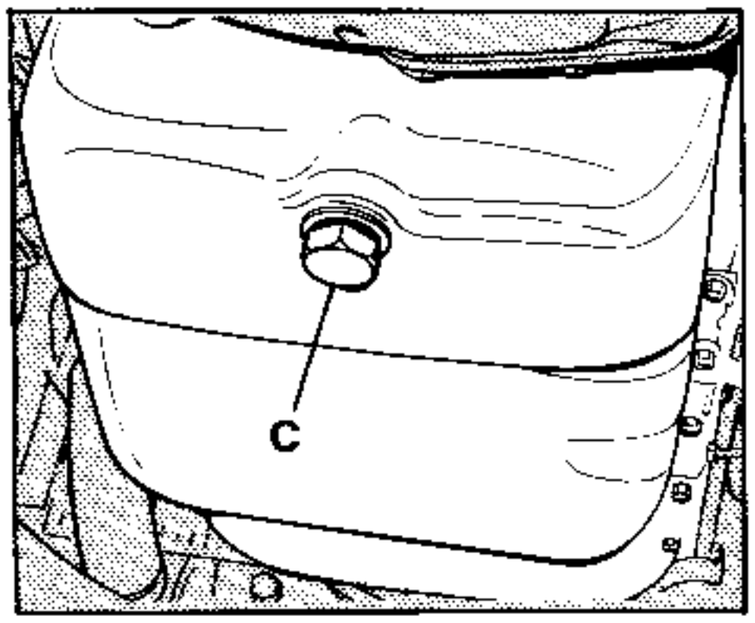
Use petrol or white spirit to remove spots of grease or tar from the paintwork and bright trim.

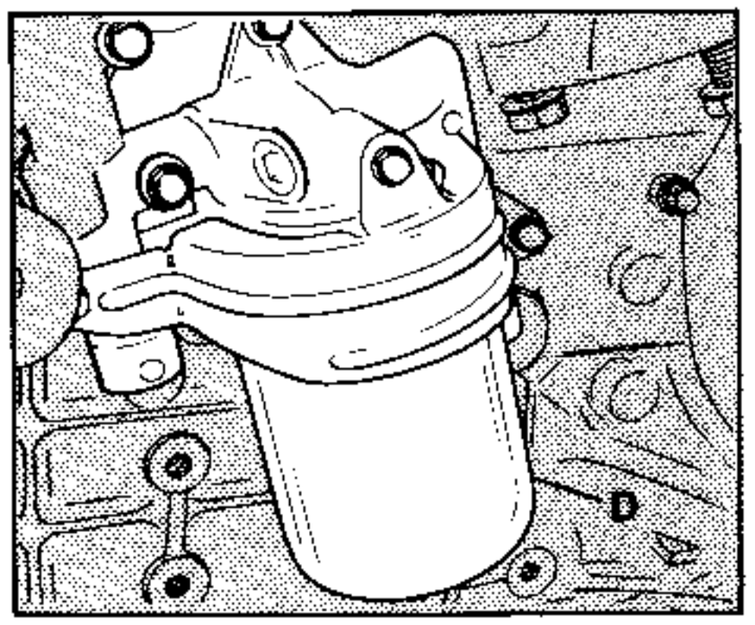
Use car polish to retain the appearance and lustre of the paintwork.

DO NOT:

Use abrasives or metal polish on bright metal parts.







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.

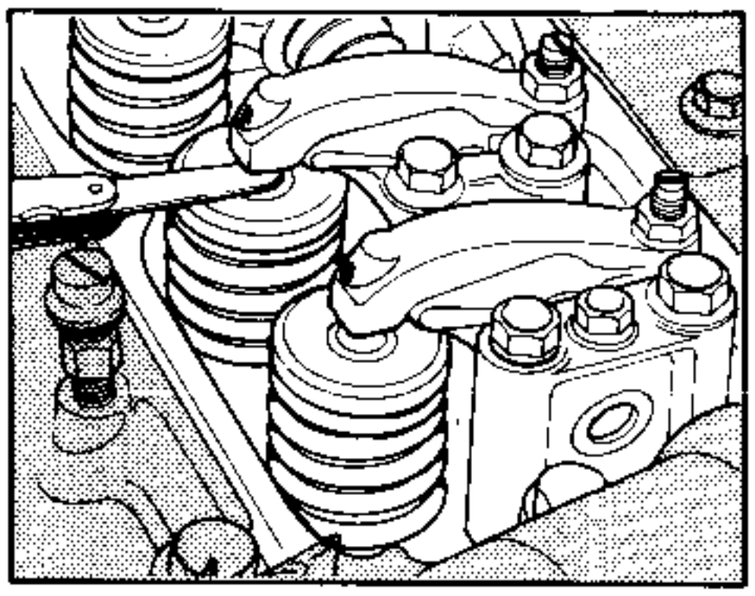
Oil filter replacement
If the engine oil filter is to be changed, the replacement must be made during an oil change.

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.



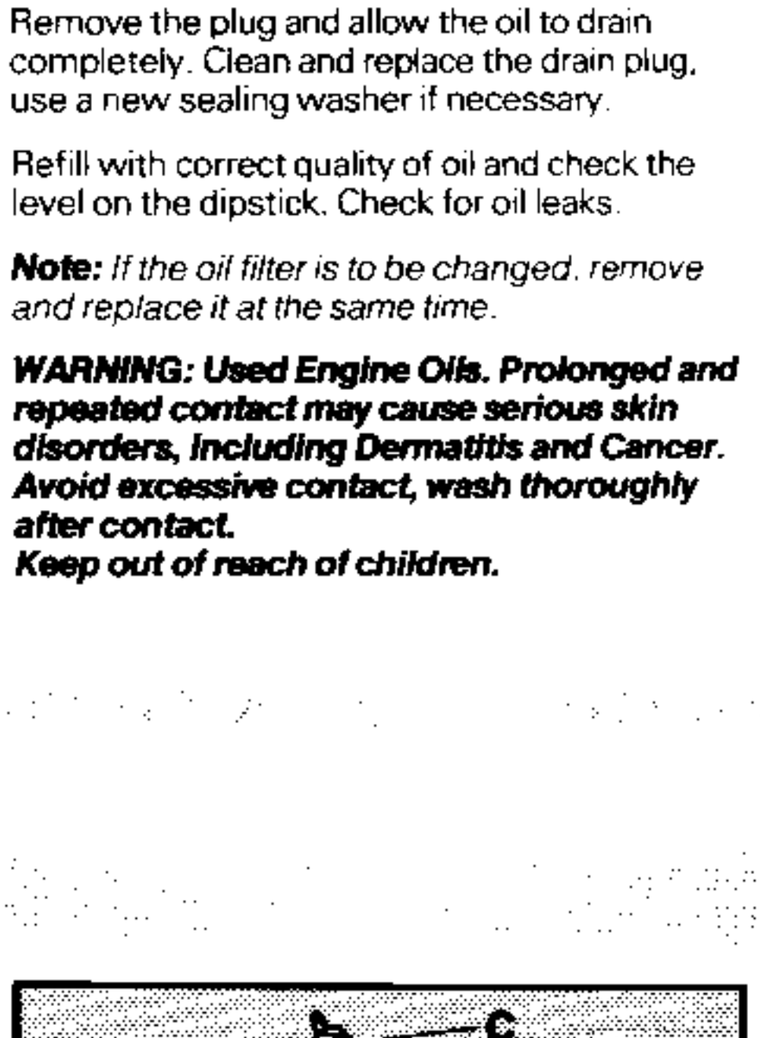
Valve rocker clearance
Checking and adjustment of valve clearances should be made whilst the engine is warm. Having first removed the air cleaner, and engine rocker cover.

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.

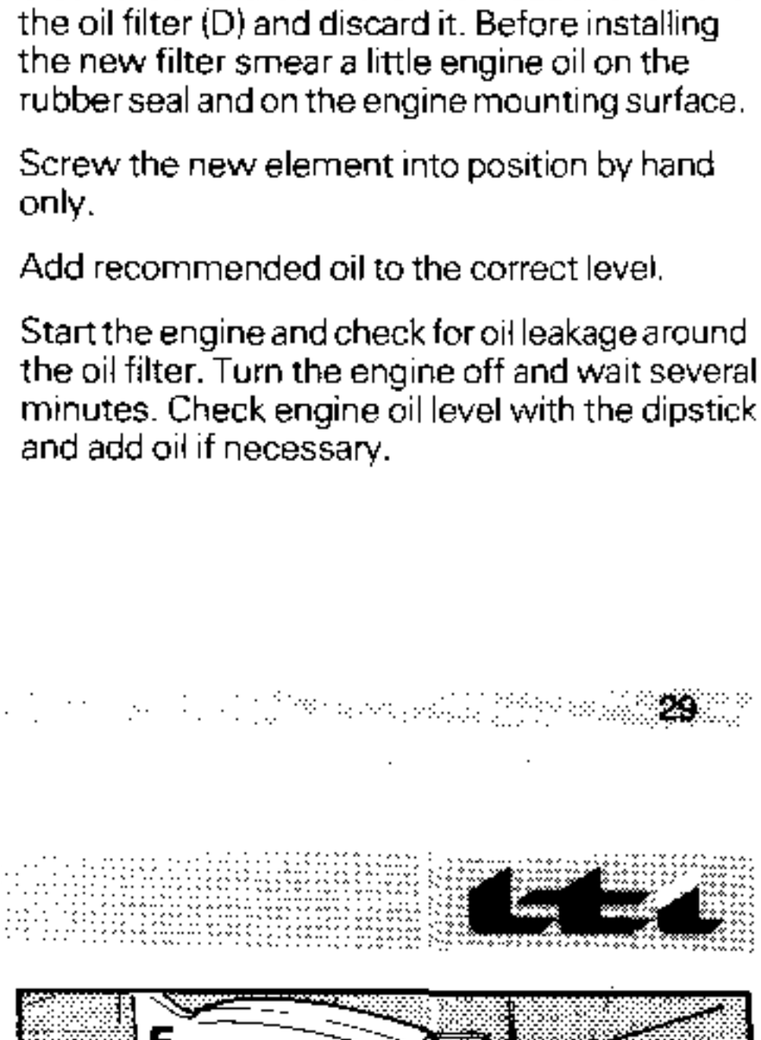
Intake and exhaust valve clearances are identical at 0.35mm (0.014ins). Torque locknuts for adjusting screws to 14-18 Nm (1.4-1.8 Kg m) (10-13lbs ft.).

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).

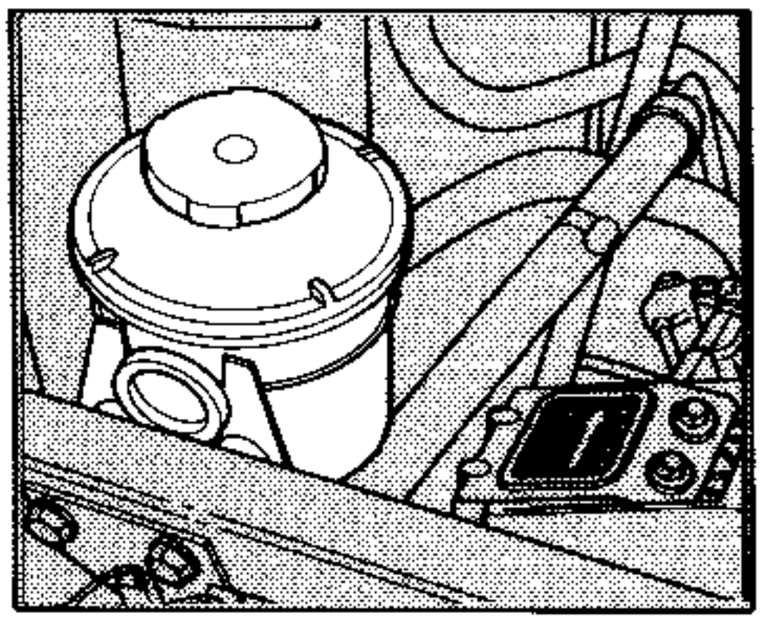
Pivot the alternator away from the engine (i.e.) clockwise to tension the belt.

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).

WARNING: The vehicle must not be driven with the alternator drive belt failed. This can lead to the loss of engine oil.



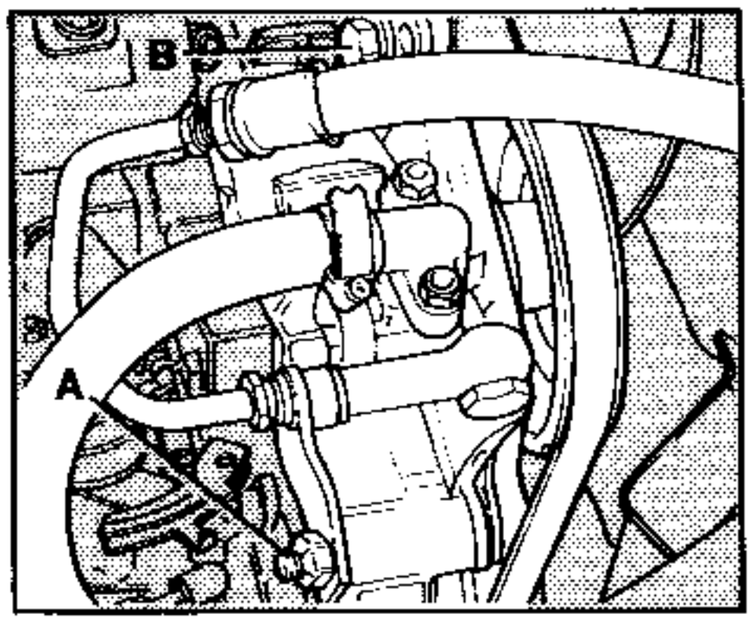
Power steering fluid level

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.

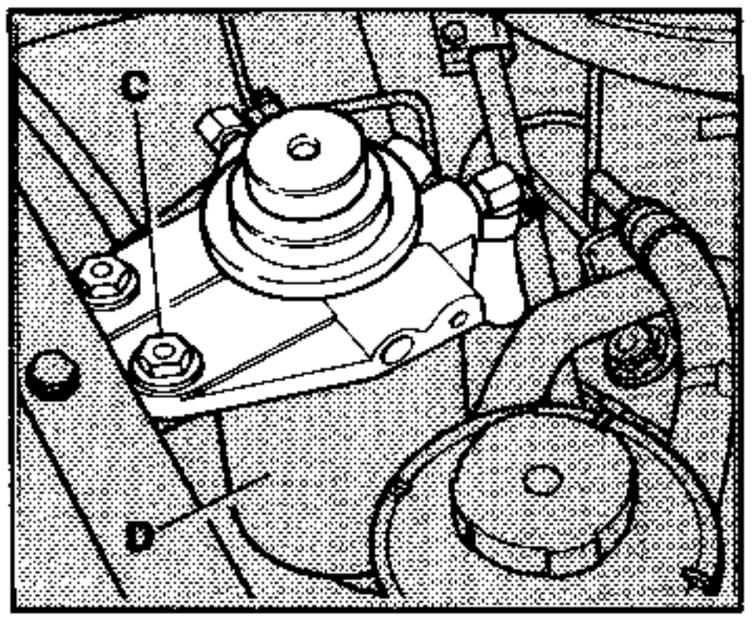
CAUTION: *Use hand pressure to rotate the pump assembly anti-clockwise to tension the belt.*

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 .



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.

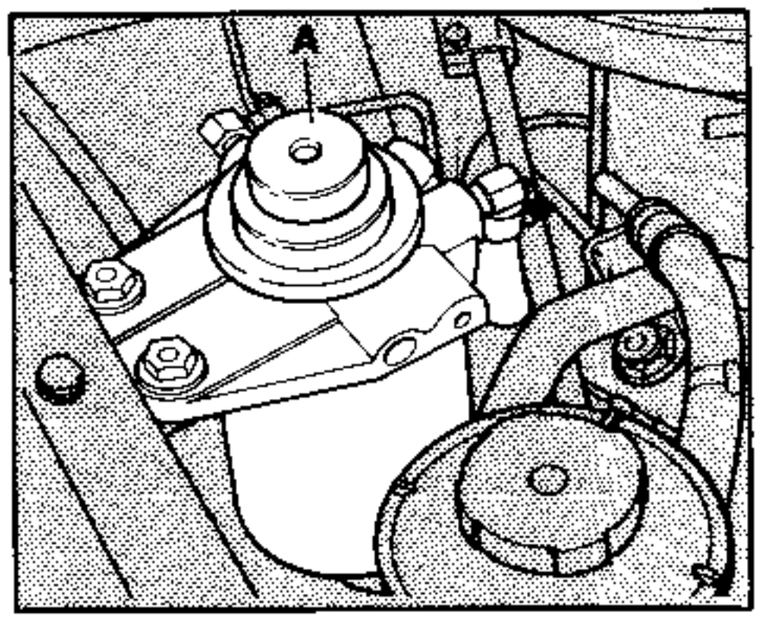
The complete assembly may be released in the following manner:-

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.

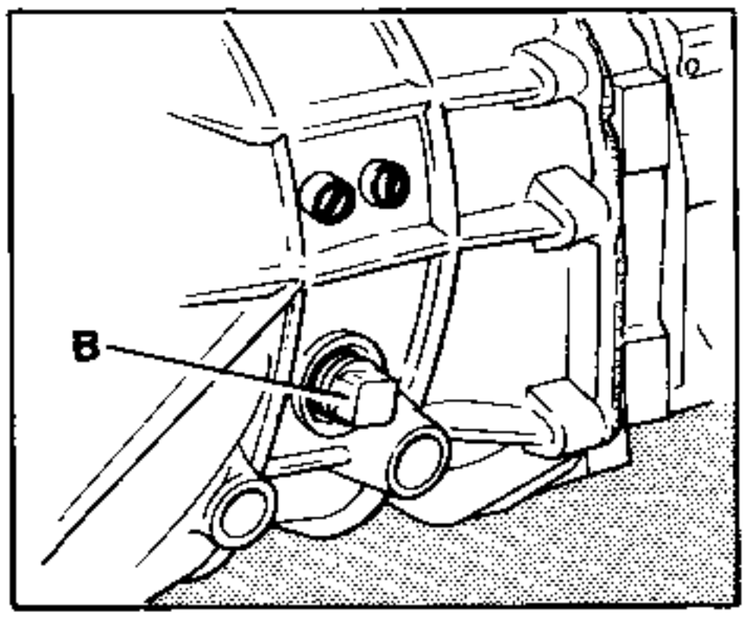


Bleeding water from the fuel system

If the red facia warning light (page 6 paragraph 5) comes on while the engine is running, the fuel sedimentor fitted to the right hand side of the engine compartment must be drained to remove any water present from the fuel system. Loosen the drain valve at the base of the sedimentor 4 to 5 turns (not more to avoid dropping the connection). To ensure complete drainage of water, move the priming pump (A) up and down a few times. When all the water has been drained off, close the drain valve.

Bleeding air from the fuel system

After refilling an empty fuel tank, it is essential to bleed air out of the fuel system. Move the priming pump (A) up and down until there is a change in resistance to the movement of the plunger.

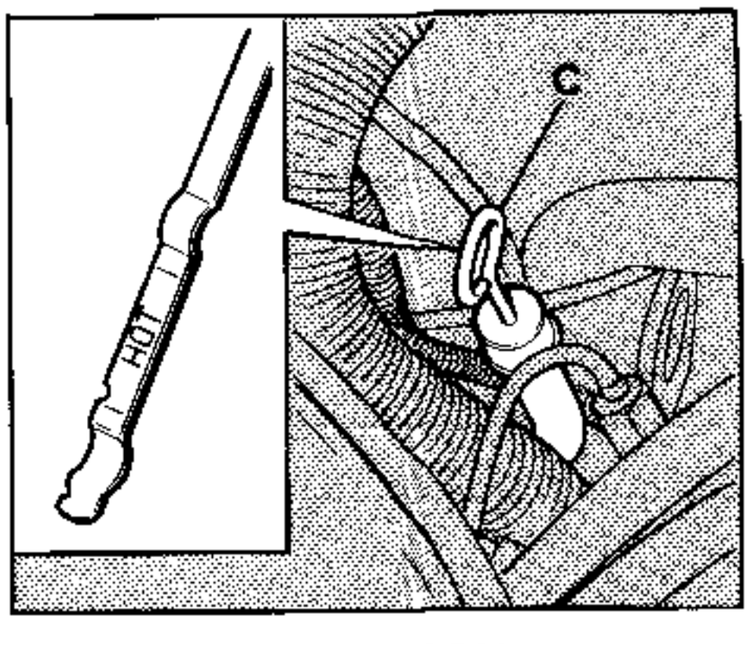


MANUAL GEARBOX

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 dipstick (C) and wipe it clean with a lint free cloth.

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.

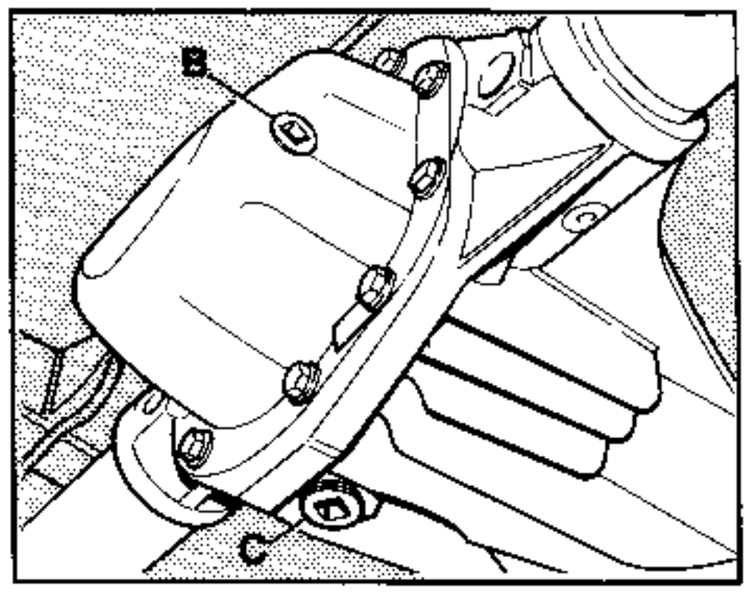
Parking pawl engagement check
Stand the car on a level surface. Switch off the engine, release the handbrake and move the selector lever to **'P'** (Park). Attempt to push the car backwards and forwards; the car should not move. Consult your Dealer if the cab does move.

STEERING/SUSPENSION

The steering linkage and suspension require no routine maintenance in service but should be examined at regular intervals to check the condition and security of the rear axle 'U' bolts, suspension and front crossmember bushes, and the steering and suspension ball joints.

Front wheel alignment should be checked if the front tyres show any signs of abnormal wear.

The front and rear suspension dampers should be replaced at 36,000 mile (60,000 km) intervals. The front wheel bearings should also be examined, regreased or replaced as necessary at the same mileage.

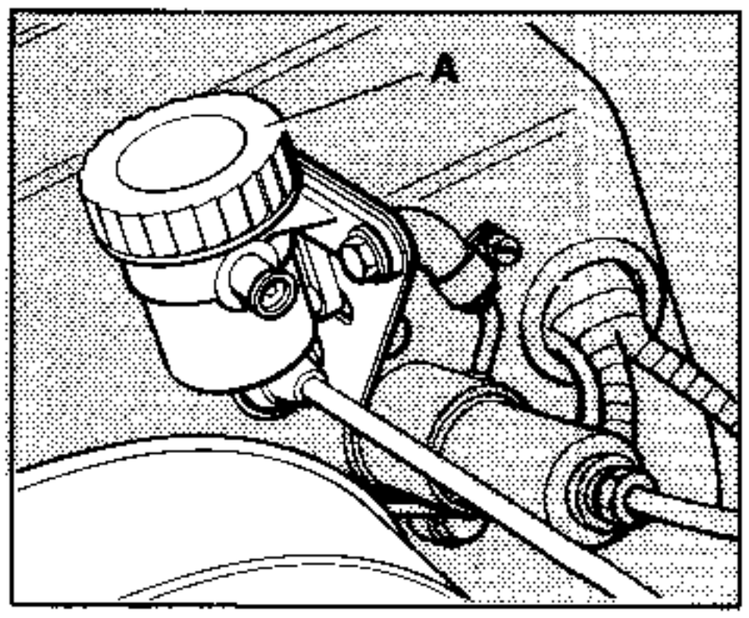


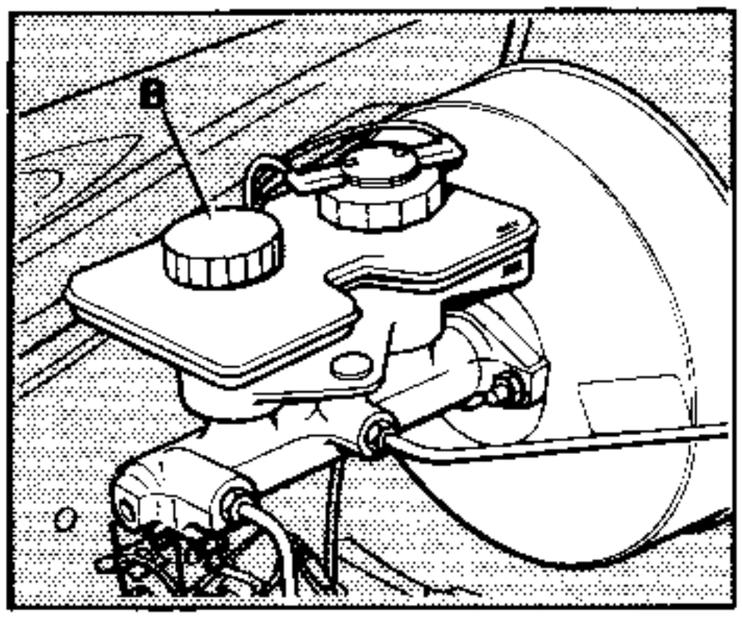
REAR AXLE

Oil level

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

The rear axle oil should be drained and replaced every 36,000 miles (60,000 kms). Clean round the drain plug (C), remove the plug and drain the fluid into a waste oil container. Refit the drain plug and top up the axle with the recommended fluid as indicated above.





CLUTCH AND BRAKE HYDRAULIC SYSTEMS

Clutch fluid reservoir
Wipe the reservoir body clean and check the clutch fluid is to the level marked on the reservoir body. If additional fluid is required, unscrew the cap (A), remove the anti-surge cup from inside the reservoir and top up to the fluid level mark on the body of the reservoir as necessary. Replace the anti-surge cup; check the vent hole in the cap is clear before replacing the cap.

Brake fluid reservoir

Wipe the reservoir body clean and check the brake fluid level. If the level is below the 'maximum' mark shown on the reservoir body, remove the cap (B) and top up the reservoir with fresh fluid of the correct specification. The brake fluid level will drop in service as the brake pads and shoes wear. Any substantial loss of fluid should be investigated in case of a possible leak in the brake hydraulic system.

Brake and clutch fluids
Always use a fluid which complies with the specification FMVSS 116 DOT 4.

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

Brake fluid performance deteriorates in service. Under normal operating conditions, brake fluid should be changed completely every 48,000 miles (80,000 km), or 2 years whichever is the sooner. If the vehicle is frequently subjected to severe hilly operating conditions involving heavy braking over prolonged periods, the brake fluid should be replaced each year.

All fluid seals in the hydraulic system and all flexible hoses should be renewed at 60,000 miles (100,000 km), or 3 years whichever is the sooner.

At the same time the working surfaces of the pistons and the bores of the master cylinder, front calipers and rear wheel cylinders should be examined and new parts fitted where necessary.

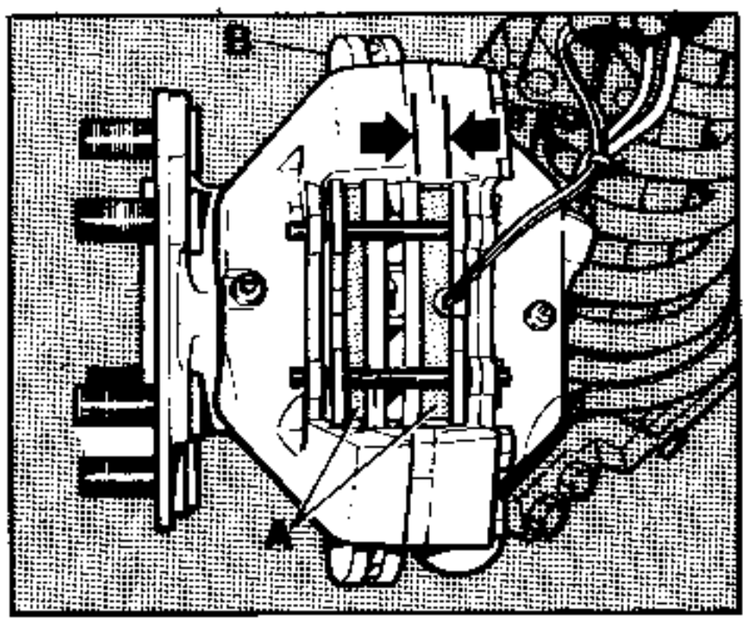
BRAKES

Your vehicle is fitted with a high performance braking system which should require minimal maintenance in service. The brakes require no adjustment; a front brake pad on the left hand side incorporates electrical wiring so that the facia warning light (14) is illuminated when the front brake pads require replacement between the regular maintenance checks recommended.

The handbrake is normally automatically adjusted with the operation of the rear brakes. 4 to 5 notches movement of the handbrake ratchet mechanism is required before the handbrake operates, to allow the adjustment system to function correctly. Excessive handbrake lever travel should be referred to your Dealer for attention.

WARNING: While the braking system fitted to the vehicle is designed for long use with the minimum of maintenance, the inspections, adjustments and replacements specified in the service schedule shown on pages 26 and 27 are essential and should not be compromised.

When replacing brake pads or shoes, always use the non asbestos components recommended by the manufacturer and which are essential to the safe operation of the vehicle. Pads and shoes must be replaced in complete axle sets, never individually or as a single wheel set. Serious consequences could result from out of balance braking due to a mix of brake friction materials.



Brake wear can be checked as detailed below.

Front brakes

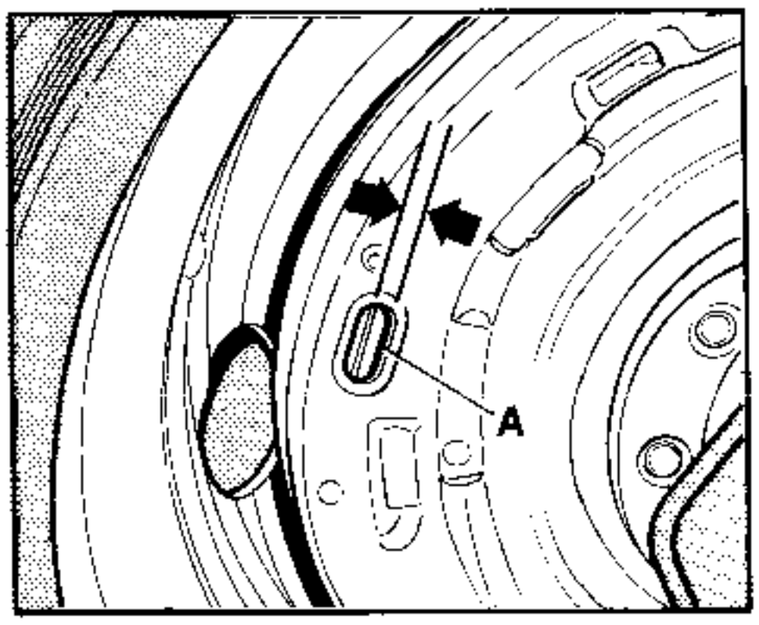
Apply the handbrake and place blocks against each side of the rear wheels to prevent the vehicle rolling.

Ease the front wheel nuts, jack up the vehicle until the front wheel is free to rotate and place suitable additional supports under the chassis near the jacking point or under the front suspension crossmember. Remove the wheel nuts and front wheel.

Examine the front brake pads for wear. The brake pads (A) must be replaced as an axle set if the pad friction material on either of the pads has worn down to $^{1}/_{8}$" (3 mm). The brake discs (B) must be replaced if the disc thickness has worn down to $^{7}/_{8}$" (22 mm) or a maximum of 0.040 inches (1 mm) wear on either side of the disc.

NOTE: When brake pads are replaced, the wiring from the inner brake pad on the left hand side should be secured to the hydraulic brake pipe with a suitable plastic tie as shown in the illustration.

WARNING: Do not place any part of the body under the vehicle when the vehicle is supported by the jack alone. It is dangerous to work underneath a vehicle supported only by the vehicle jack. For repair work under the vehicle, use purpose designed vehicle supports - never use loose blocks or bricks etc.



Rear brakes

Place blocks against each side of the front wheels to prevent the vehicle rolling. The rear brake lining wear can be determined without removing the rear wheel.

Jack up the vehicle to give access to the brake backplates and place suitable additional supports under the chassis near the jacking point or under the rear axle.

Remove the 2 rubber plugs from the inspection holes (A) in the outer rim of the backplate (note a further plug is fitted to the backplate to give access to the self adjusting mechanism and this should not be removed).

Examine the thickness of the friction material fitted to both brake shoes. The brake shoes must be replaced as an axle set if the friction material has worn down to $^{1}/_{16}$" (1.5 mm).

The rear brake drums should be removed to clean out accumulated brake dust every 6,000 miles (or 3 months). Do not blow out the brake drums or brake mechanism. Remove any dust with a clean damp rag.

After examination remove the vehicle supports, lower the jack, and remove the blocks from each side of the front wheels.

BATTERY – Negative Earth

A 'low maintenance' battery is fitted. Under normal operating conditions, where ambient temperatures do not regularly exceed 20 degrees centigrade for extended periods, the electrolyte level needs to be checked each 36,000 miles (60,000 km) or 12 months whichever occurs first.

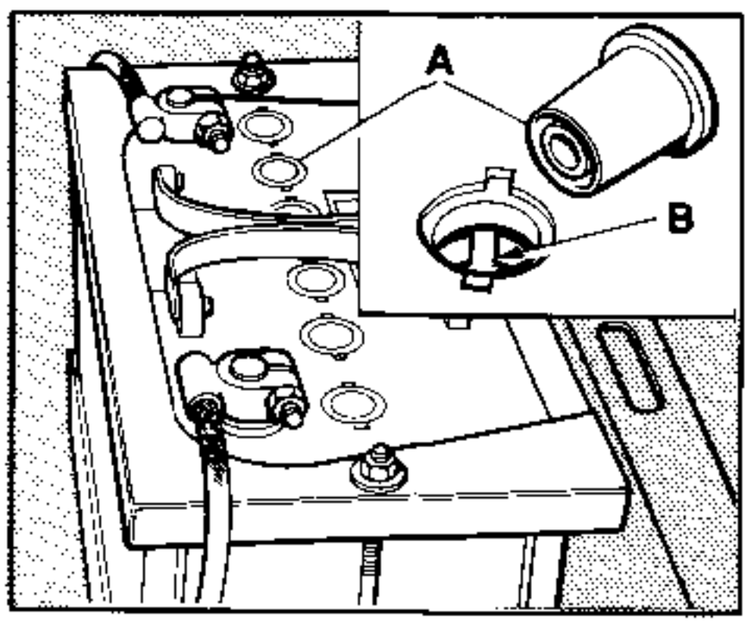
Where higher ambient temperatures are experienced, check the electrolyte level at more frequent intervals.

Topping-up the electrolyte

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

Remove the sealing plugs (A) and check the electrolyte level covers the plate dividers in each cell. If neccessary, pour distilled water into each cell to bring the electrolyte level to the bottom of the tube below the sealing plug into which the sealing plug is fitted (B).

Ensure the sealing plugs are clear and replace the plugs.



Cleaning the battery terminals

From time to time the battery terminals should be cleaned. With ignition switch 'off' unclamp and pull off the terminals (remove the earth terminal first). Clean the terminals and terminal posts, apply petroleum grease and replace and tighten the terminal clamps (earth terminal last).

CAUTION: *Never disconnect the battery from the vehicle when the engine is running as this could cause severe damage to the electrical system.*

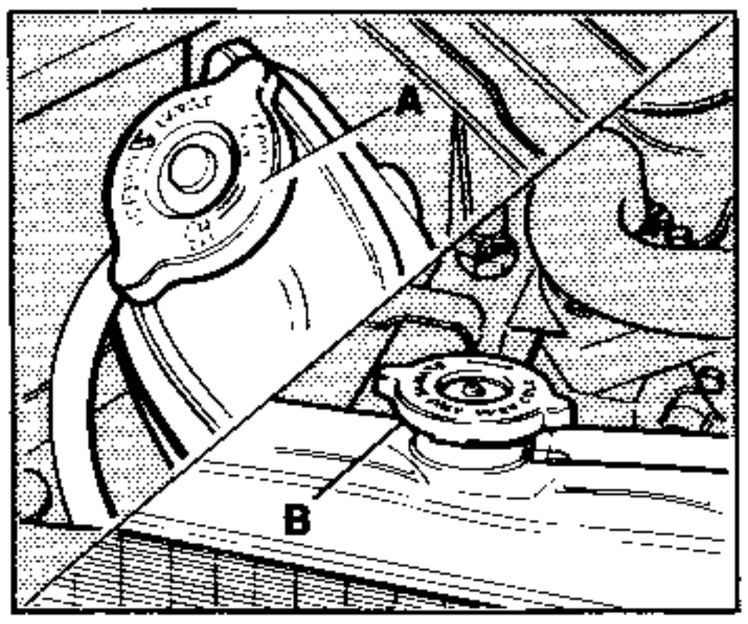
COOLING SYSTEM

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
The coolant level should be up to height of the lower edge of the expansion tank clamp. If necessary, remove the pressure relief cap (A) from the expansion tank (as a precaution always undo the cap slowly) and add the specified coolant to bring the level to that indicated. Do not overfill as this will result in coolant loss through the overflow pipe as the coolant expands with increasing engine temperature.

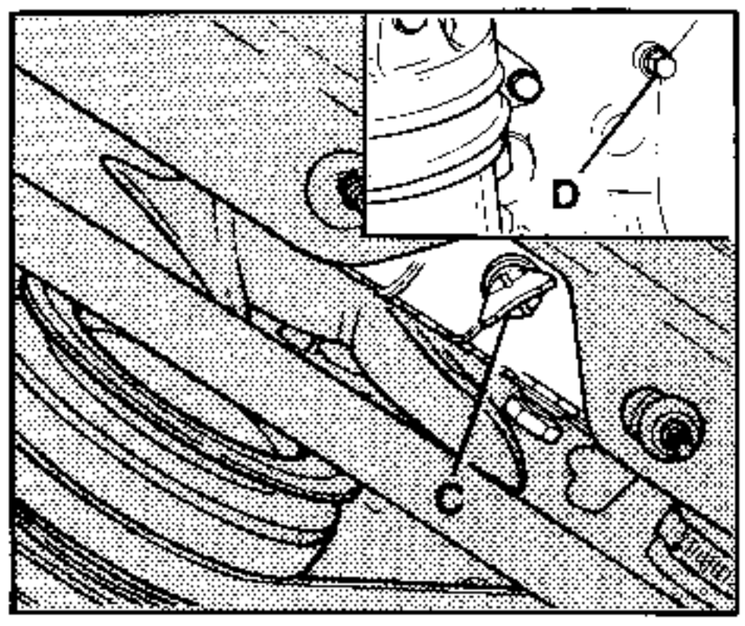
CAUTION: *The pressure cap (A) fitted to the expansion tank and marked with a pressure rating must never be fitted to the radiator. The radiator has a similar cap which has no pressure rating marked on the top.*

Draining and filling the system
Position a suitable waste container below the radiator and engine. Carefully remove the expansion tank cap (A) and radiator cap (B) - note the caps are different and not interchangeable. Open the radiator drain tap (C) at the bottom of the radiator and the engine drain plug (D) from the engine block adjacent to the transmission housing on the



left hand side of the vehicle. Flush the cooling system with clean water.

Close the radiator drain tap and replace the engine drain plug before refilling the system with the specified coolant solution, which should be mixed before use. Refill the radiator first and replace the radiator cap (B). Top up the expansion tank to the correct level and replace the cap (A). Run the engine up to operating temperature and when the system has cooled down again, recheck and top up the coolant level as necessary.



Frost and corrosion precautions
In production your vehicle was filled with an antifreeze solution to minimize internal corrosion in the engine cooling and heater systems and provide protection against frost damage. Because of the different materials used in the engine and cooling system components, to prevent unnecessary corrosion it is essential that only L.T.I Long Life antifreeze solution is used in service, and that the cooling system is drained, flushed through and refilled with a new antifreeze solution every 60,000 miles (100,000 km) or 2 years, whichever occurs first.

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

Have your Dealer check the specific gravity of the antifreeze solution at the beginning of the autumn. The overall concentration of antifreeze should not fall below 33% by volume. The recommended quantities of antifreeze solution are given in the table on page 37. Antifreeze solution is not suitable for the windscreen washer system.

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.

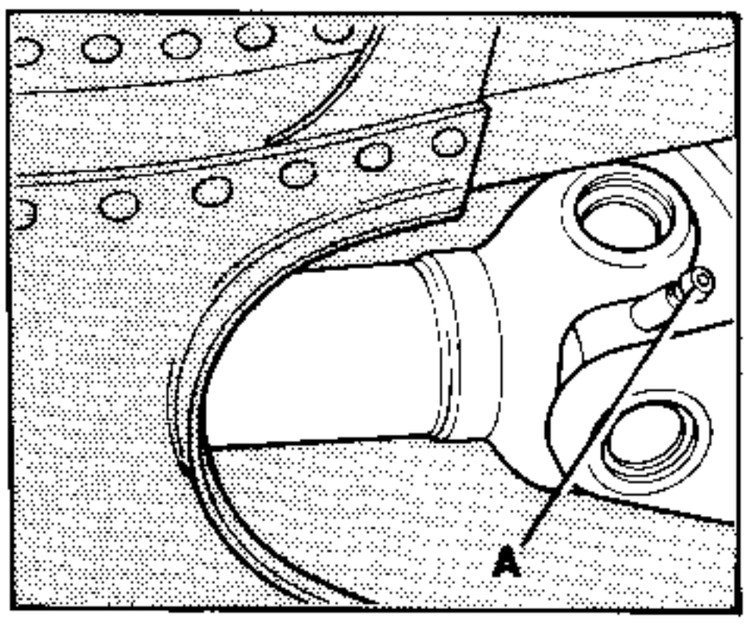
Flints and other sharp objects should be removed with a penknife or similar tool. If neglected, they may work through the tyre.

CAUTION: *Your vehicle was fitted in production with radial ply tyres specifically designed for taxi operation. Always use replacement tyres of similar specification. Crossply tyres are not recommended.*

BODY

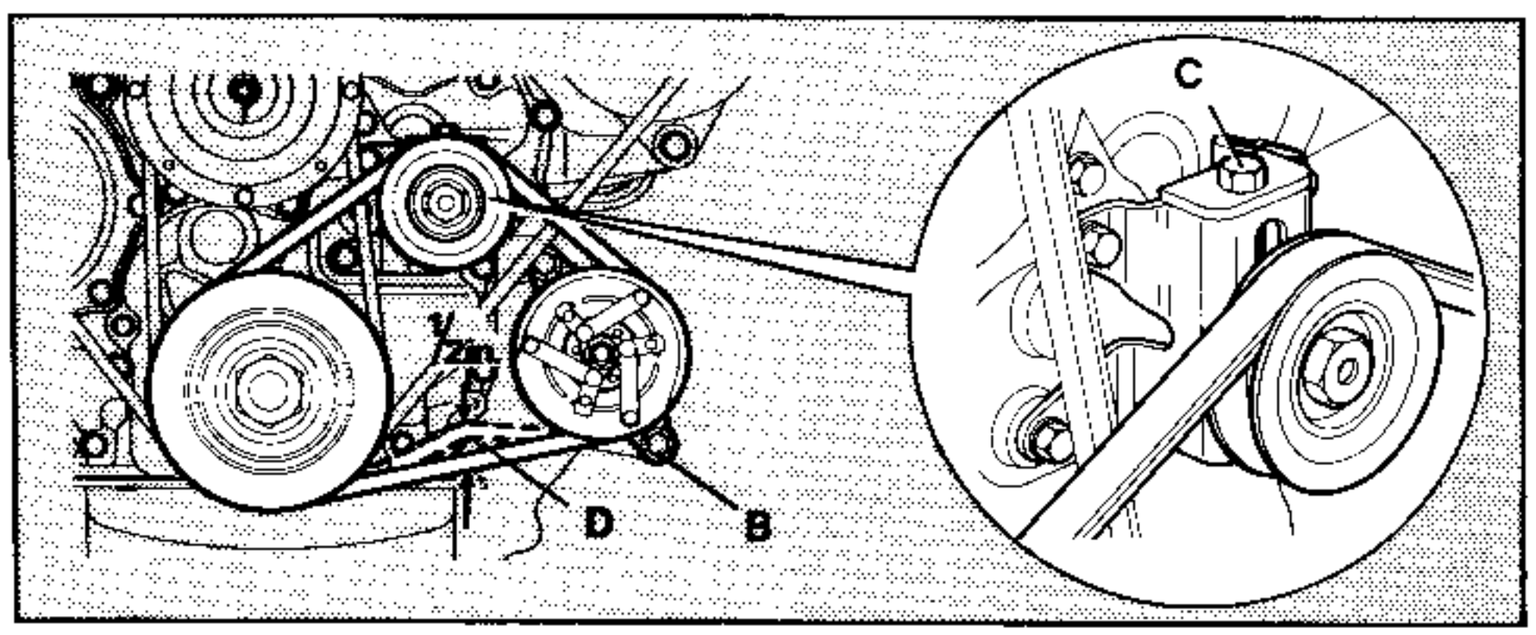
Locks
Inject a small quantity of thin oil through the key slots, around the push buttons. Do not oil the steering lock.

Hinges and catches
Apply grease to the moving parts of the door, bonnet, and boot hinges; grease the moving surfaces of the bonnet release mechanism and oil the release lever and safety catch.



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.



AIR CONDITIONING BELT ADJUSTMENT

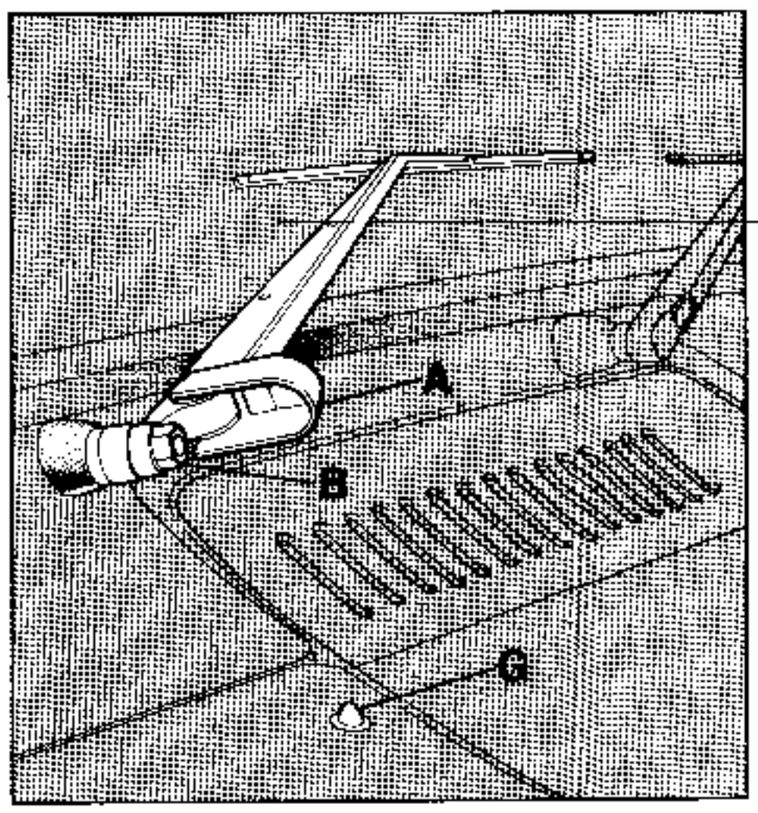
The drive belts have low stretch characteristics. Forcing a belt onto the drive pulleys, by any means, invariably tears the cords, therefore belt failure is almost certain thereafter.

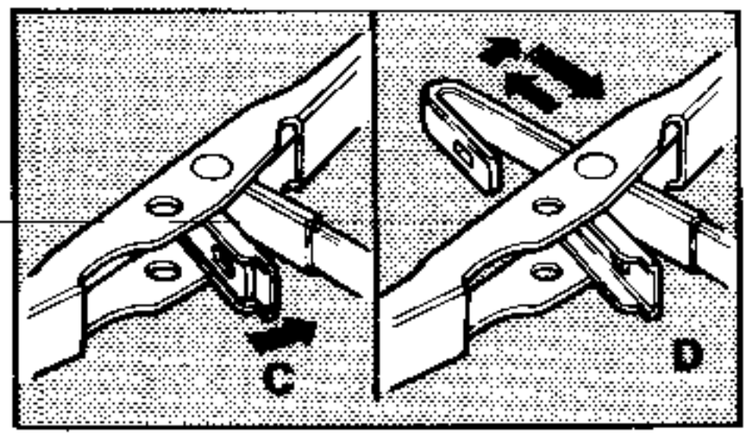
To replace the belt proceed as follows.

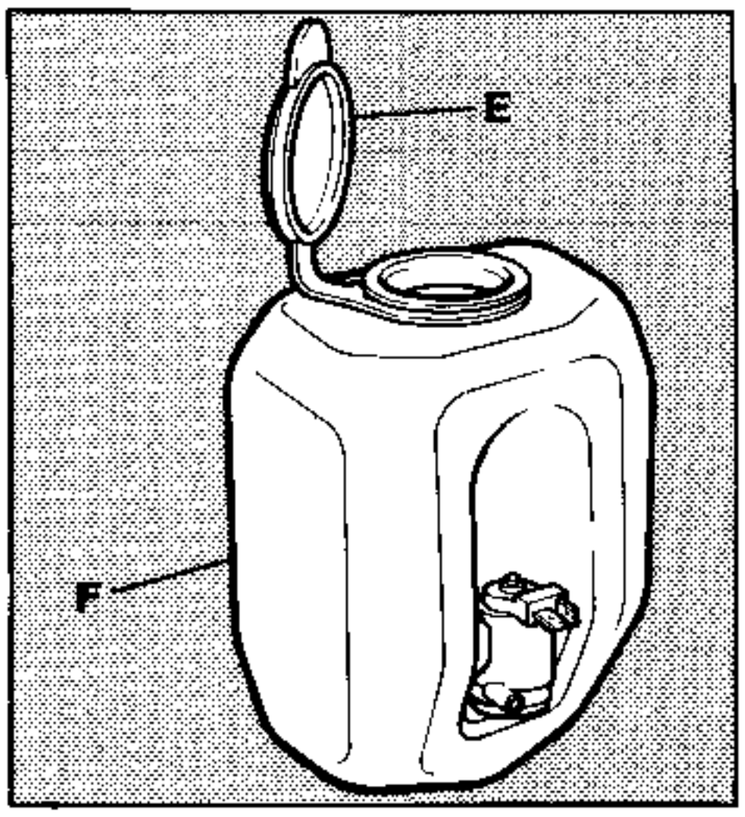
- The correct replacement belt must be selected.
- Install the belt by unfastening the compressor mounting bolts (B) and fully releasing the idler pulley tensioner (C) until the belt can be accommodated.
- Tighten the belt by moving the compressor outwards until the belt is lightly tensioned.
- Tighten the compressor mounting bolts (B) to 19-26 lbs/ft (25-35Nm).
- Set the belt to the correct tension by adjusting the idler pulley tensioner (C) using a Borroughs belt tension gauge (see notes below) or alternatively, 1/2 inch deflection of the belt along its longest run (D).

NOTE: *New belts should be adjusted to 120lbs (54.5kg) Used belts should be adjusted to 100lbs (45.5kg)*

CAUTION: *Overtight belts will cause clutch, idler pulley bearing and compressor bearing failure.*







Windscreen wiper arms

The windscreen wiper arms should be positioned so that in the parked position the wiper blade lies horizontal and parallel with the lower edge of the windscreen. If required, the wiper arms may be removed by pulling back the spindle covers (A) and undoing the arm retaining nuts (B), after which the blades may be eased off the spindles.

Note: The position of the wiper arms should be only be altered when the wipers have been first been "parked" on a wet screen and the wiper motor and ignition has been switched off.

When replacing the arms it is essential to position the wiper arms on the splined spindles so that the wiper blades lie in their correct position on the windscreen. Do not over tighten the retaining nuts before clipping the spindle covers back into position.

Windscreen wiper blades

Windscreen wiper blades should be replaced at regular intervals, or if they become damaged by the action of road dirt and salt. Never use the wipers to clear frozen snow or ice from the windscreen as this will damage the wiper lips.

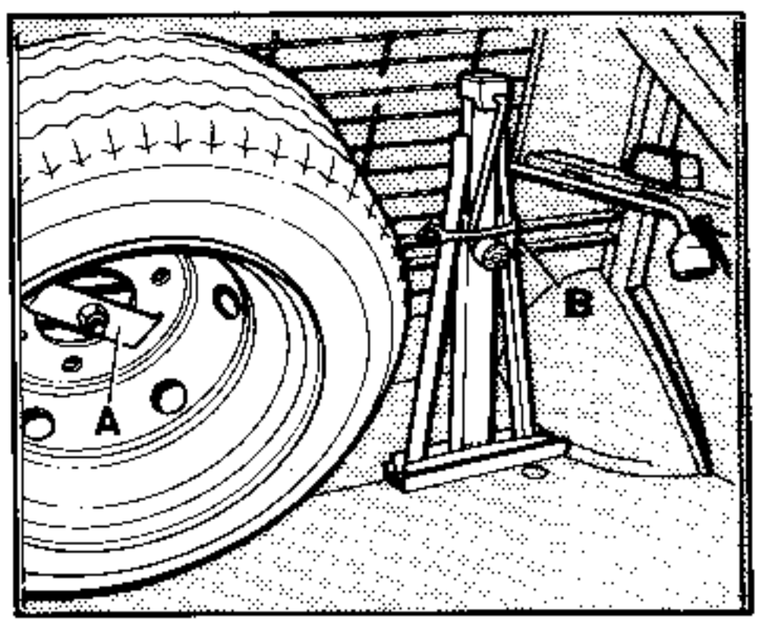
To renew a wiper blade, pull the wiper arm away from the windscreen, press inwards the spring (C) and push the wiper blade hook (D) from the arm. Withdraw the blade from the arm. To replace, reverse the procedure.

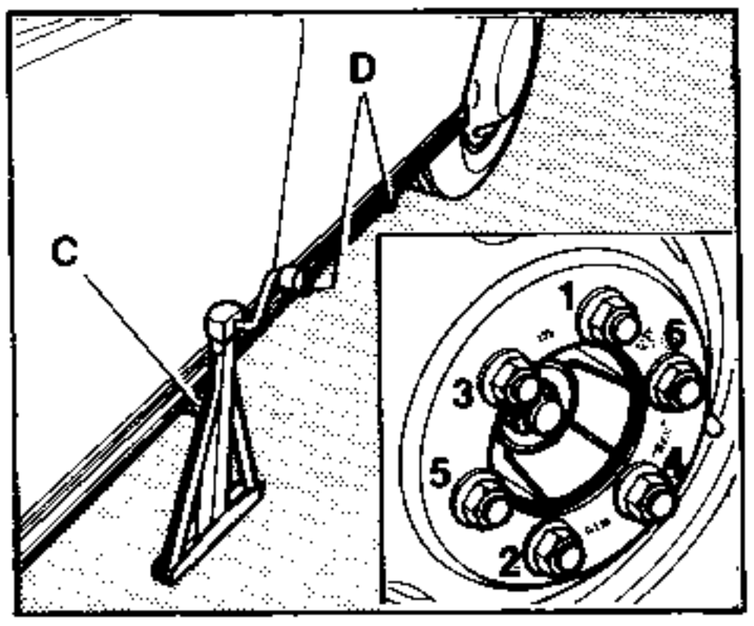
Windscreen washers

Always use LTI screen washer fluid or a similar proprietary product, mixed with tap water to the concentration indicated by the manufacturer, when topping up the windscreen washer reservoir situated on the left hand side of the engine compartment. Replenish the fluid through the filler (E) in the top of the plastic container (F).

CAUTION: *Never use antifreeze solution in the windscreen washer system.*

To adjust the windscreen washer jets (G) insert a thin needle into the jet orifice and swivel the jet to the required position. The water jet should strike the windscreen at the centre of the highest point of the windscreen blade arc.





WHEELS AND TYRES

Spare wheel and jack

The spare wheel is retained at the front of the luggage compartment (A). The jack is held in position by a rubber strap (B). The wheelbrace is secured in clips to the right hand side of the compartment.

WARNING: Do not place any part of the body under the vehicle when the vehicle is supported by the jack alone. It is dangerous to work underneath a vehicle supported only by the vehicle jack. For repair work under the vehicle, use purpose designed vehicle supports - never use loose blocks or bricks etc.

Always use chocks at the wheels even on a level surface. The vehicle jack is designed for use on hard, level ground. Where the gradient exceeds 8% or the camber 5.5%, or there is any doubt about the gradient or quality of the ground, the vehicle must be moved to a satisfactory position before any attempt is made to use the jack.

The jack provided is designed specifically for your vehicle. Never use a jack from a vehicle of different specification as it is unlikely to be suitable.

Neglecting the jack may lead to difficulty in a road side emergency. Examine it every few months and clean and lightly oil the thread as necessary to avoid rust.

Changing a wheel

When changing a wheel at the roadside follow the procedure detailed below:

1. Stop the engine, apply the handbrake and switch on the hazard warning lights.

2. Engage 1st or reverse gear (manual transmission) or 'park' (automatic transmission).

3. All occupants should leave the vehicle.

4. Place blocks each side of one of the wheels on the side of the vehicle opposite to the wheel to be changed, to stop the vehicle rolling when it is being jacked up. Unscrew the nut and remove the retaining plate securing the spare wheel in the luggage compartment. Take out the spare wheel and position it conveniently close to the wheel to be changed.

5. Pull off the wheel cover, using the fingers of two hands in adjacent slots in the wheel cover. Use the wheelbrace to slacken the wheel nuts half a turn (anti-clockwise).

6. There is a jacking socket (C) located on each side of the vehicle below the front door aperture. Ensure the spigot of the jack is pushed fully home into the jacking socket before turning the jack handle to raise the vehicle sufficient to allow the fully inflated replacement wheel to be fitted later.

Note: Ensure the step mounting sockets (D) are not used as jacking points or supports for the vehicle.

7. Remove the wheel nuts and lift off the wheel.

8. Locate the replacement wheel on the wheel studs and lightly screw on all the wheel nuts so that they correctly locate the wheel; tighten each nut as much as possible. Partly lower the jack until it just stops the wheel turning, and tighten the wheel nuts with the wheel brace in the order illustrated. Lower the jack, and fully tighten the wheel nuts as much as possible, again in the order illustrated. Replace the wheel cover, ensuring it is positioned so that the tyre valve can be reached for inflation.

Note: As soon as practical after any wheel change, the wheel nuts should be tightened at a garage using a torque wrench set to 150 lb ft (200 Nm).

9. Stow the displaced wheel in the luggage compartment using the retaining plate and nut provided. Replace the jack and wheelbrace.

10. Turn off the hazard warning lights, disengage the gears (manual transmission) and resume the journey.

Tyres
Your vehicle is fitted with radial ply tyres. Always fit tyres of the same specification as replacements in service. Never fit cross ply tyres as an alternative.
Tyre pressures are shown on the rear cover of this handbook.

VEHICLE RECOVERY

Vehicle recovery should be performed using a vehicle designed for the purpose.

WARNING: Recovery using a tow rope is not recommended and should only be carried out in an emergency to move the vehicle for a few yards.
Moving the vehicle without the engine running will require greater brake pedal effort and braking distance than normal since no servo assistance will be available.
If the vehicle has to be towed or pushed, it is essential that the steering lock is released by inserting and turning the starter key to position '1' and the key remains in that position while the vehicle is moving.
Never push or tow the vehicle unless a qualified driver is in position at the controls.
Towing a vehicle with automatic transmission will cause serious damage to the transmission.

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 ANOTHER VEHICLE

Towing is not recommended. However, if a vehicle with automatic transmission is used to tow another vehicle in an emergency for a short distance, always select '2' before descending or ascending steep gradients. Driving under these conditions with 'D' selected can give rise to dangerous overheating of the transmission fluid causing severe damage to the transmission.

BATTERY BOOST STARTING AND CHARGING

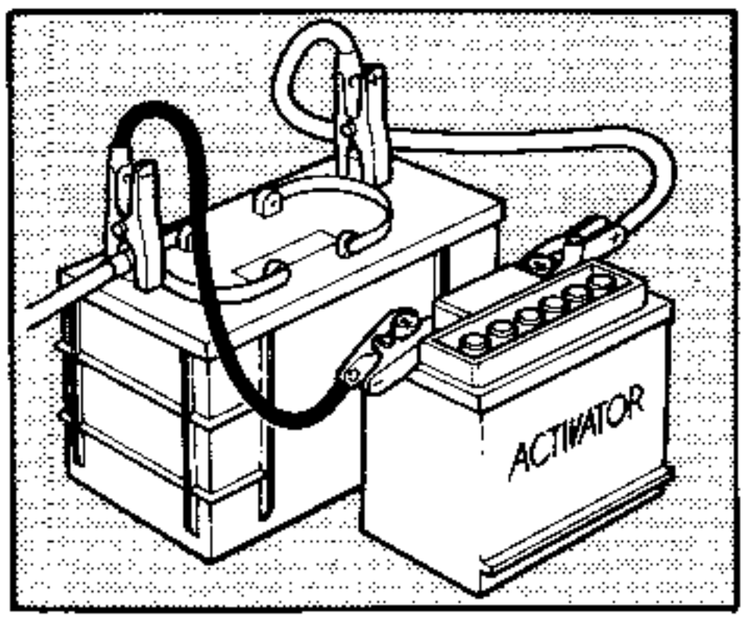
Battery boosting
A high-speed battery charger must not be used as a starting aid.

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.

The engine should be run at approximately 1,000 -1,500 r.p.m (just above the normal idling speed) for approximately 5 minutes before disconnecting the boost battery, in order to stabilize the charging system and avoid possible damage to the electronic components.



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 of 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.

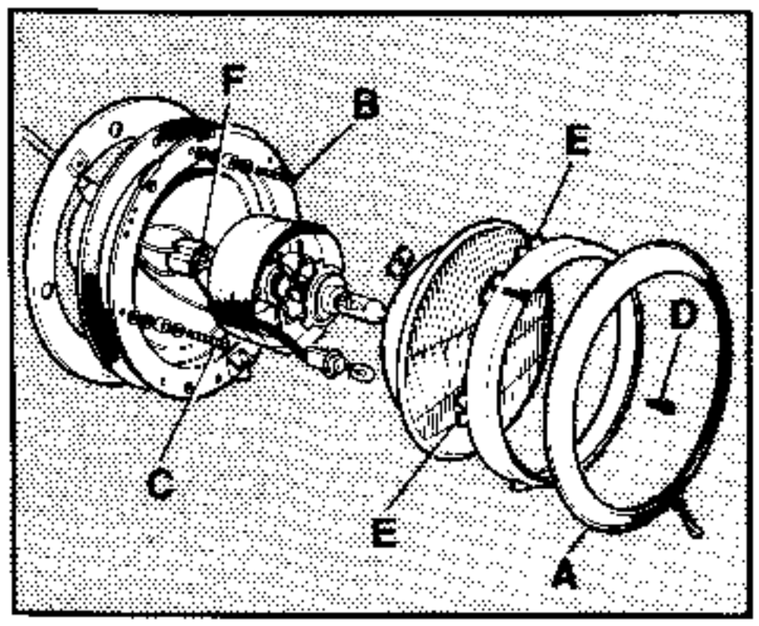
The battery must never be disconnected while the engine is running.

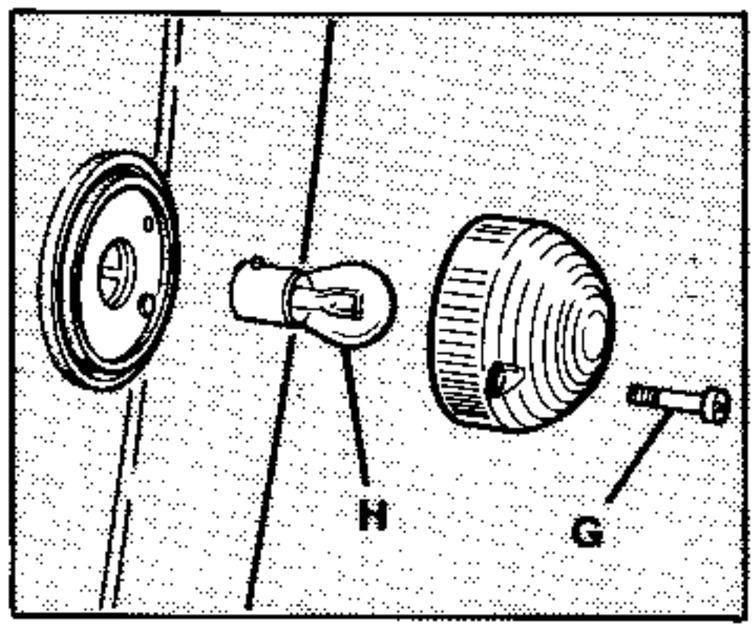
Never use an ohmmeter of the type incorporating a hand-driven generator for checking the rectifiers of the transistors.

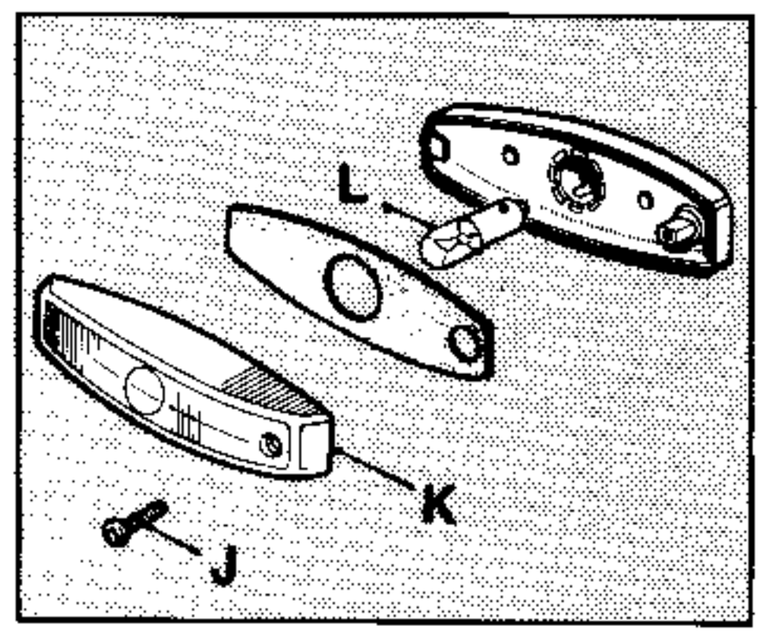
It is important that the belt tension is set correctly; if the correct tools are not available consult your dealer.

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 screw securing the headlamp rim and remove the rim (A).

Note: the headlamp unit is secured by three screws. The two screws (B) and (C) which fit into open slots are for headlamp alignment adjustment and should not be disturbed. Remove the remaining screw (D) and carefully pull the headlamp unit away from the alignment adjuster screws in the direction allowed by the slots (E). Ease the headlamp forward and pull back the socket (F) from the headlamp bulb. Ease off the rubber boot and pull out the side lamp bulb.

Note the position of the wire clip which secures the headlamp bulb, take off the clip and remove the old bulb. Do not handle the glass of the new bulb; insert it into the reflector and secure it with the wire clip. Insert the side lamp bulb, replace the rubber boot and reconnect the bulb socket. carefully ease the headlamp unit mounting slots behind the heads of the alignment screws, replace the fixing screw and replace the headlamp rim.

Headlamp alignment
Vertical and horizontal headlamp alignment is adjusted by means of screws (B) and (C).

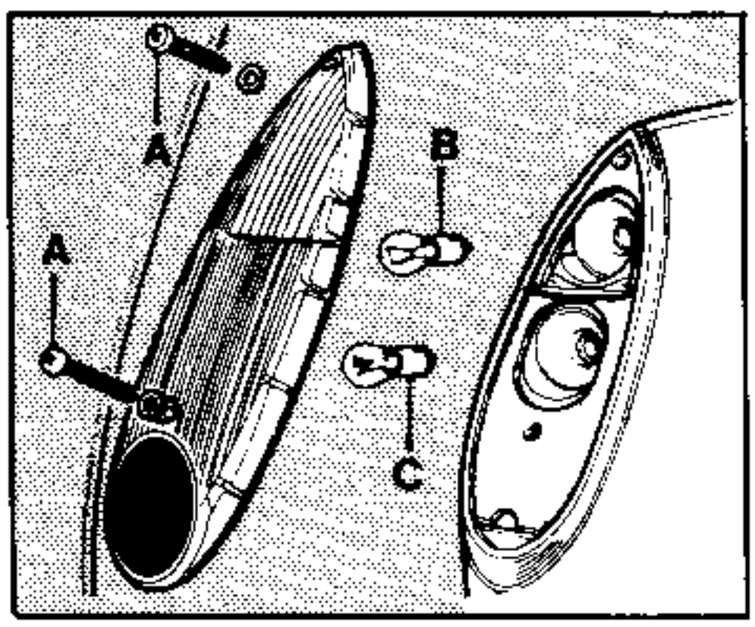
Sidelamps
The side lamps are incorporated into the headlamp units and may be replaced by following the procedure for headlamp bulb replacement. Pull the side lamp bulb forward out of its holder on the end of the side lamp wiring.

Front indicator lamps
To replace the bulb, remove the two fixing screws (G) and remove the lens. The bulb (H) can then be withdrawn from its bayonet fitting.

Ensure the lens is sealed correctly when fitting.

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

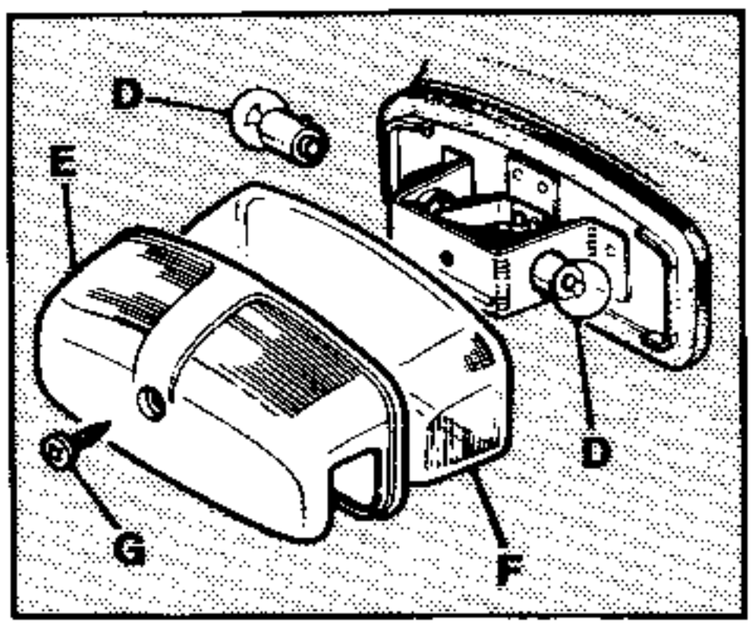
When replacing the lens, ensure the moulded recess in the end of the lens engages under the tag on the lamp base.



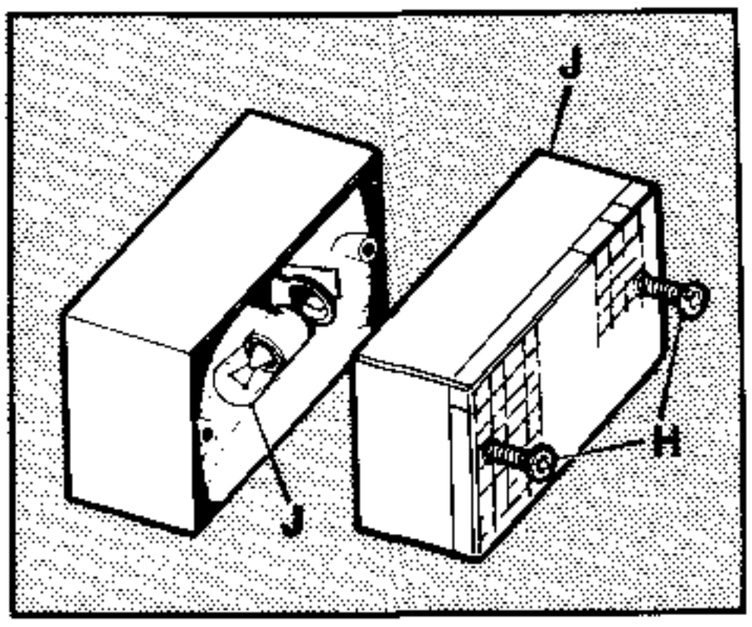
Stop, tail and direction indicator lamps
To renew a bulb, remove the two screws (A) retaining the lens. The bayonet-cap type bulbs (B) and (C) can then be removed.

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

High level 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.

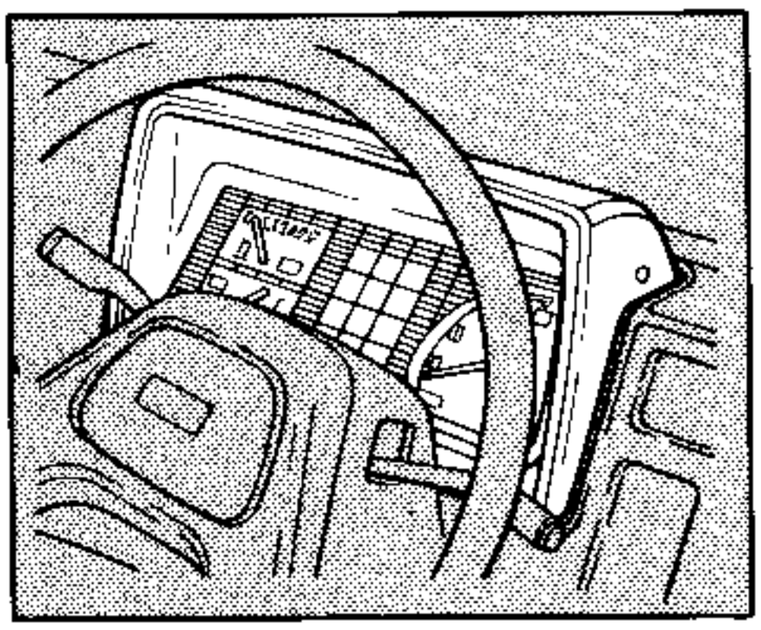


Number-plate lamp
The number-plate lamp only operates when the sidelamps and tail lamps are switched on. Twin-bayonet-fixing bulbs (D) are fitted and the cover (E) and glass (F) may be removed after slackening the small retaining screw (G).



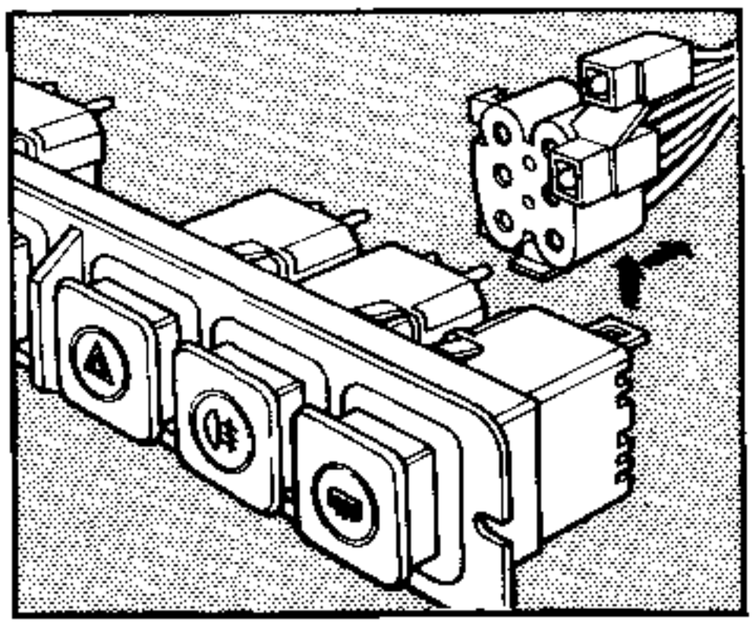
Reversing Lamp and Rear-fog guard lamp
To gain access to the bulb, release the two screws (H) and remove the lamp lens (I). Press in and turn the bulb (J) to remove it.

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



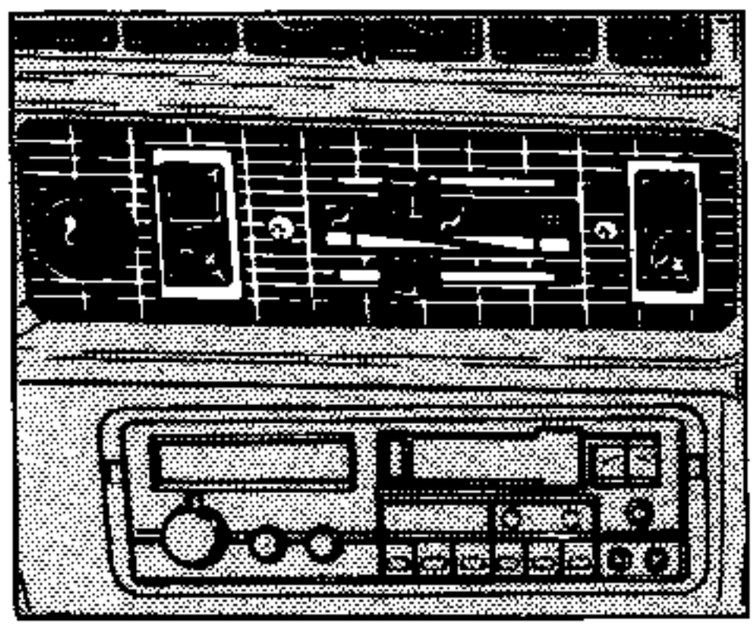
Instrument Panel

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



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.



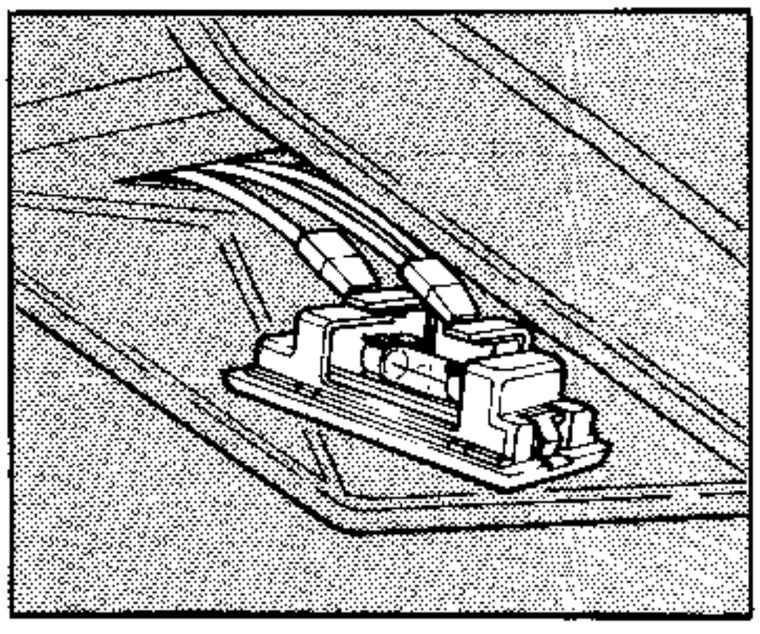
Heater control panel

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

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

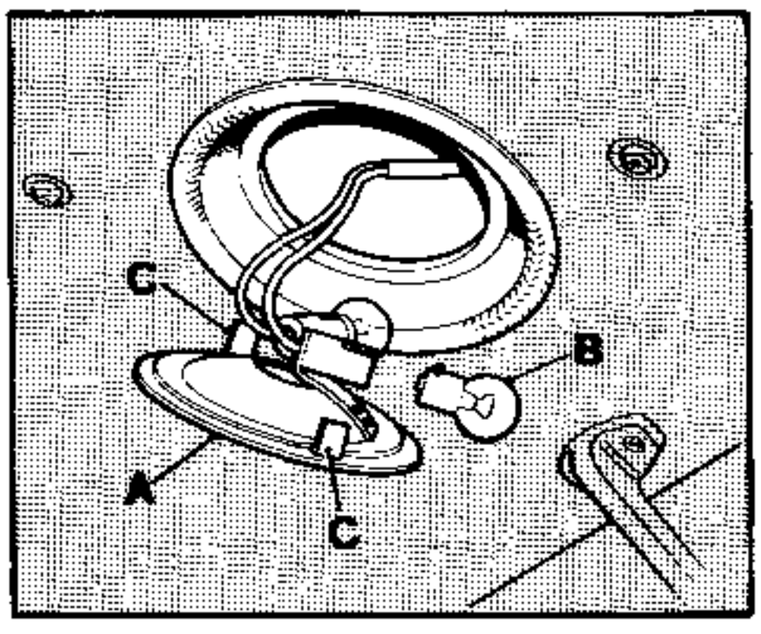
Pull the two heater slide control knobs from their levers. Remove the four outer and two inner panel retaining screws and remove the panel.

The bulbs mentioned above are now readily accessible for replacement.



Roof console interior lamp

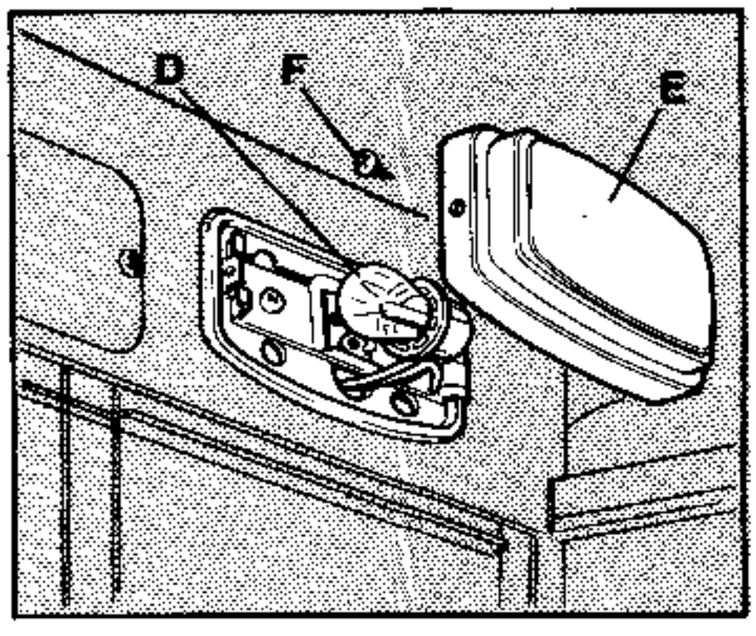
The bulb is accessible for replacement on removal of the lamp lens.



Roof hire-sign lamp

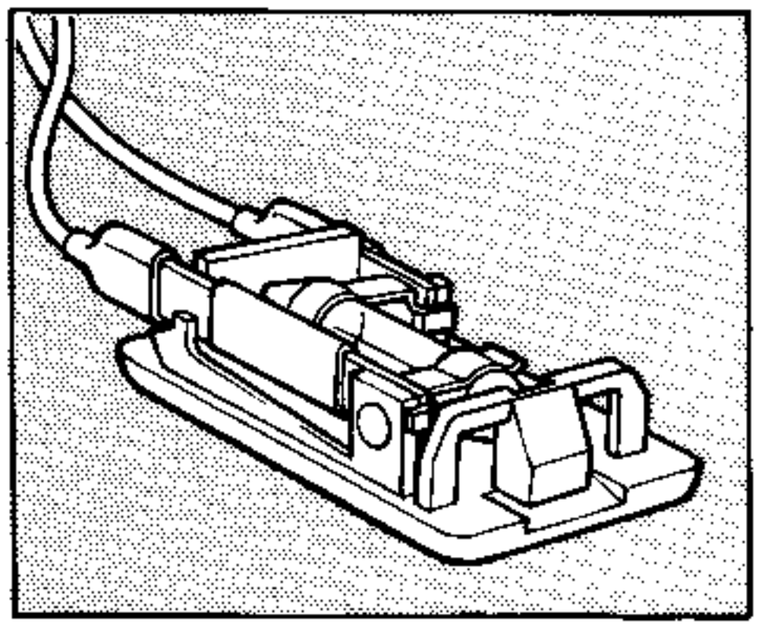
The roof console must be removed to gain access to the roof hire sign lamp. Remove the two screws securing the back of the moulding to the roof and carefully slide the console backwards allowing it to hang down to the extent the wiring allows.

Prise out the circular bulb unit (A) and replace the faulty bulb (B). Ensure the spring retainers (C) on the bulb unit engage correctly when refitting. Reposition the console on its front mounting and replace the securing screws.

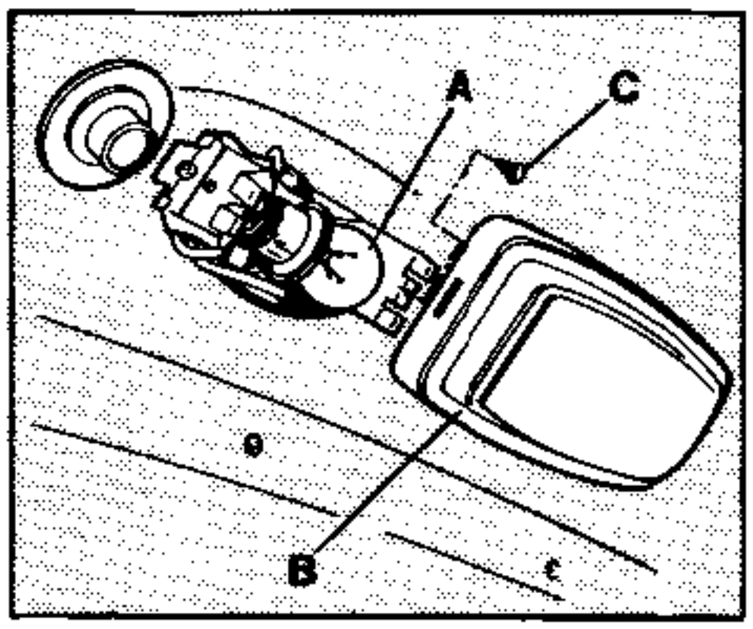


Driver's interior lamp

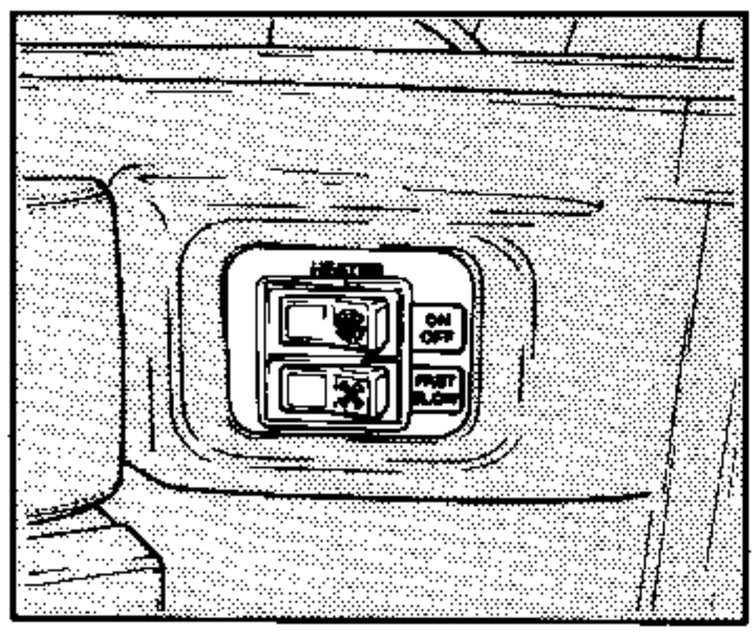
A double-filament bayonet-fixing bulb (D) is fitted and the glass and bezel (E) may be removed after screwing the small retaining screw (F) out of the bezel.



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

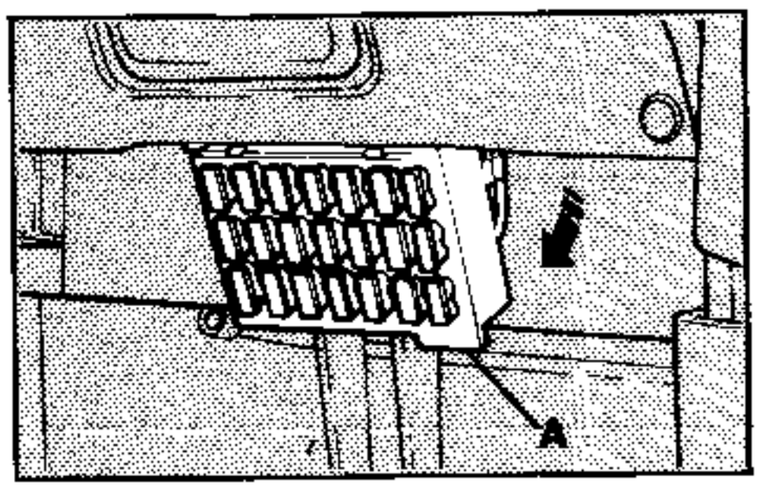


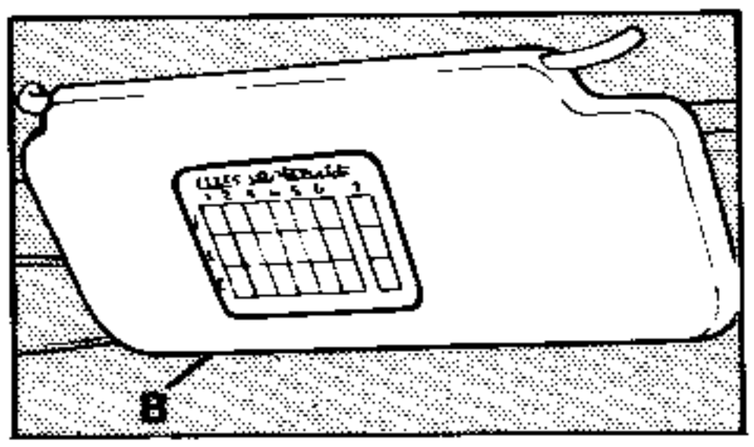
Passenger's interior lamp
A double-filament bayonet-fixing bulb (A) is fitted and the glass and bezel (B) may be removed after screwing the small retaining screw (C) out of the bezel.



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.





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.

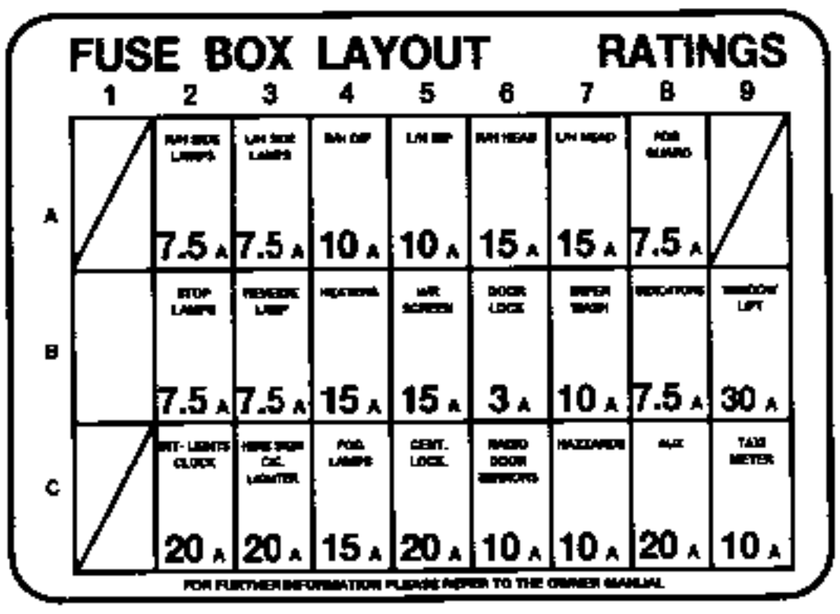
The value of each fuse is marked on each fuse body.

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

The fuse box contains a number of spare fuses. Always replace a blown fuse with a fuse of similar rating - never use a higher rated fuse than indicated as this may damage the electrical equipment or cause wiring to overheat.



The auxilliary fuse at positioned 8C is used for electric windows (where fitted). The fuse positioned at 2C also covers the boot lamp.

On left hand drive models, the fuse at position 8C has a 30 amp rating and the fuse at position 9B is omitted.

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
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	- single bulb	Bayonet	36W	GLB 57
	- twin bulbs	Bayonet	18W	603557
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. I he 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 (3.781 ins)
Stroke	92mm (3.662 ins)
Capacity	2664cc
Valve/rockerclearance	0.35mm (0.14 ins)
Compression ratio	21.8 :1
Firing order	1, 3, 4, 2
Oil filter	Part No 800018
Air filter	Part No 800189

Diesel fuel systems

Fuel filter	Part No 800181
Fuel injection pump: Manual	Part No 800238
Fuel injection pump: Auto	Part No 800239
Fuel injectors	Part No 800203
Glow plugs	Part No 800415

Gearbox

Manual transmission	2 litres (3.52 pints)-
Automatic transmission	7 litres (12.32 pints)

Rear axle

Oil capacity	approx 2.25 pints (1.25 litres)

Electrical

Alternator: Manual	Part No 800430
Alternator: Automatic	Part No 801142
Starter Motor	Part No 800463

Steering

Turning circle (kerb to kerb)	7.62m (25ft)
Front wheel toe-in	1 .5-2.5mm (1/16-3/32 ins)
Front hub bearing end float	0.025-0.152mm (0.001 -0.006in)

Tyres

Size and type	175 R16 'C' 6PR Radial ply
Recommended pressures	Front 38 p.s.i.(2.6 bars) Rear 36 p.s.i.(2.5 bars)

Principal dimensions

Length overall	4.558m (14ft $11^{7}/_{16}$ ins)
Width overall	1 .75m (5ft $8^{7}/_{8}$ ins)
Height overall	1 .765m (5ft $9^{1}/_{2}$ ins)

Capacities

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

Coolant

Dry system	
After draining from radiator & engine refill	10 litres (17.6 pints)
After draining from radiator only	3.6 litres (6.3 pints)
Antifreeze	L.T. I . Long life coolant

SERVICE PARTS AND ACCESSORIES

Genuine London Taxis International Limited parts and accessories are designed and tested specifically for your vehicle and are backed by the manufacturer's warranty. The London Taxis International warranty will not apply if non-genuine parts are fitted which subsequently result in difficulty.

When communicating with your Dealer always quote the vehicle, body and engine numbers.

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 traveling abroad should ensure the accessory and its fitted location on the vehicle conform to the mandatory requirements existing in their country of origin.

IDENTIFICATION

When communicating with your Dealer always quote the vehicle, body and engine numbers which are located on the vehicle as detailed below:

Vehicle identification number (VIN). Stamped on a plate attached to the left hand valance panel adjacent to the cooling system expansion tank.

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.

Index

WARNING CONTAINS ASBESTOS

Breathing asbestos dust is dangerous to health.

Follow safety instructions

A small number of parts fitted to your vehicle (mainly transmission gaskets) may contain asbestos which can be dangerous to health when the parts are serviced unless they are handled following the correct safety precautions.

Breathing asbestos dust is dangerous and parts containing asbestos should be handled with care in a well ventilated place.

Never blow off asbestos dust from components. Dampen asbestos dust and dispose of it safely in a closed receptacle or through an appropriate dust extractor system.

CYGNUS TAXIMETER

The Cygnus taximeter supplied with each new Fairway taxi is designed to be fully compatible with the vehicle electrical and electronic systems.
If you choose to install an alternative taximeter, you should be aware that defects which arise in the operation of the taximeter and the related vehicle electrical and electronic systems may not be covered by warranty.

VEHICLE ELECTRICAL SYSTEMS

The electrical systems fitted to the Fairway range incorporate equipment and electronic devices which are adequately protected by fuses to minimise any risk of overheating or damage to the components of the vehicle.

To prevent the risk of fire or noxious fumes resulting from incorrect electrical modifications or the fitting of additional equipment, modifications or additions should only be made by a competent auto electrician, so that the vehicle wiring is not overloaded and any additional equipment is suitably positioned with adequate wiring and fuses.

Always fit fuses of the capacity indicated on the label attached to the driver's sunvisor. Noxious fumes from overheating electrical components can be dangerous when inhaled. Never continue to operate a vehicle which is suspected of having an electrical failure.

OILS/SOLVENTS

Prolonged and repeated contact with used engine oils may cause serious skin disorders, including dermatitis and cancer. Excessive contact with used oils should be avoided - wash thoroughly after contact.

Many liquids and other substances used in motor vehicles are poisonous and should under no circumstances be consumed, or allowed to come into contact with open wounds. These substances, among others, include anti-freeze, brake fluid, fuel, windscreen washer additives, lubricants and adhesives. Keep all such substances out of the reach of children.

Always dispose of used oils/solvents etc. at an approved Public Waste Disposal facility. Never pour such materials into the public drainage system or allow them to seep into the soil.

RADIO/TELEPHONE COMMUNICATIONS EQUIPMENT

To assist in the fitting of radio/telephone equipment, direct feeds from the battery are provided through a fuse box positioned on the front of the engine compartment rear bulkhead immediately behind the battery. The two purple (feed) and two black (earth) wires from the fuse box emerge from the vehicle wiring loom inside the driver's compartment immediately in front of the facia glove locker.

ALWAYS ENSURE RADIO TELEPHONE COMMUNICATIONS EQUIPMENT IS FITTED BY COMPETENT PERSONNEL AND DRAW THEIR ATTENTION TO THIS FACILITY BUILT INTO YOUR VEHICLE.

Filling station information

Fuel:	Diesel above 51 Cetane
Engine oil:	SAE 10W/40 or 15/50 multigrade to specifications BLS 22 0L.02 or A.P.I. SE/CC
Antifreeze:	L.T.I. Long life coolant
Brake Hydraulic Fluid:	FMVSS 116 DOT 4
Tyre Pressures:	Front - 38 p.s.i. (2.6 bars) Rear - 36 p.s.i. (2.5 bars)

Daily:

Check operation of:

- Lights
- Horn
- Warning indicators
- Brake system warning
- Motion door locks
- Windscreen wash/wipe
- Mirrors

Weekly:

Check :

- Engine oil level
- Engine coolant level
- Windscreen washer level
- Brake fluid level
- Tyre pressures/condition