

Service Bulletin.

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BONNET LOCK

Amazon

Re: Adjusting bonnet lock

One or two cases have occurred of the bonnet of the Amazon flying up during travel due to faulty adjustment of the bonnet lock and a special and thorough check of this part is therefore necessary. We would advise that a check is carried out on all cars as soon as they come to the workshop for service.

When checking the locking mechanism the following parts should be inspected:

1 Inside opening handle with cable

Ensure that there are no kinks in the outer casing of the cable and that it runs evenly from the locking device to the handle. Ensure also that the handle returns to its normal (locked) position under the influence of the return spring in the lock. Lubricate if there is any stiffness.

The reason for involuntary releasing of the bonnet is usually due to stiffness in the pulling device which prevents the handle and therefore also the locking catch from returning to normal (locked) position.

2 Hasp and catch

When the bonnet is locked the hasps should be completely inside the slot in the catch as shown in fig 1. The measurement B in the figure may be max 3 mm (.12") otherwise there is a risk that the hasp may get shaken over the lip at A. Any necessary adjustment should be carried out on the hasp.

In order to carry out this check one of the grilles should be removed.

The hasp should be adjusted vertically so that the gap between the bonnet and the front part of the body is 4.5 ± 1 mm (.18 \pm .04").

3 Hasp and safety catch

- A First check that the tension of the safety catch spring is sufficient. A pull of min 0.1 kp (.22 lb) at the top of the catch (see fig 2) should be necessary before it can be moved from the locked position.
- B Then check that when the bonnet is closed, the hasp meets the safety catch as near to the top as possible without the lip being deflected forwards out of the way. See fig 2.

A minor adjustment of 1 - 2 mm (.04 - .08") can be done by bending the

safety catch. If any greater adjustment should be found to be necessary this means that the whole locking device has become displaced. In this case the whole bonnet lock should be readjusted.

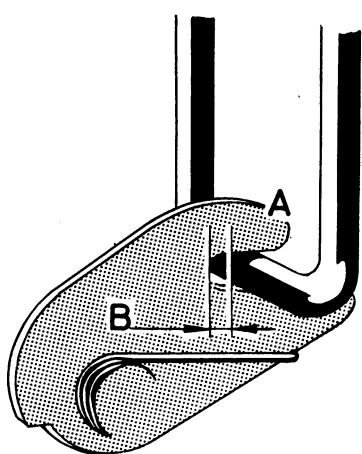


FIG. 1

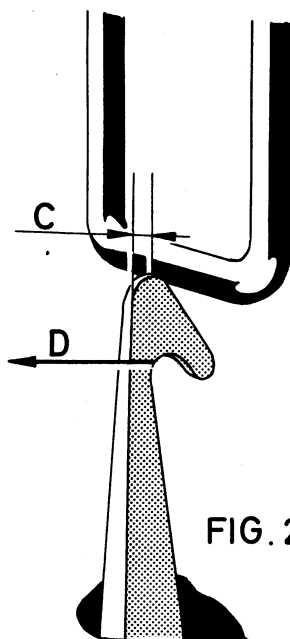


FIG. 2

B = max. 3 mm.

C = 2-3 mm.

D = min 0,1 kp

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