

TEE ONE TOPICS

Number 11 February, 2002

Disclaimer

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STOP



The main body and plunger. The latter gets a bit eaten with the continuous arcing light though it may be but it can be turned a bit to present a new surface



There are a few iconic gadgets on Rolls-Royce cars which the spin doctors drag out at the slightest encouragement. One that never gets publicity because it is only seen by those that care to claw their way through the automotive detritus to get to it, is the stop light switch. These have been used since before the war and are probably still used on today's cars. They have also doubled as reverse light switches without apparently any change in design. While they do not draw a lot of current the various contacts making and breaking take their toll

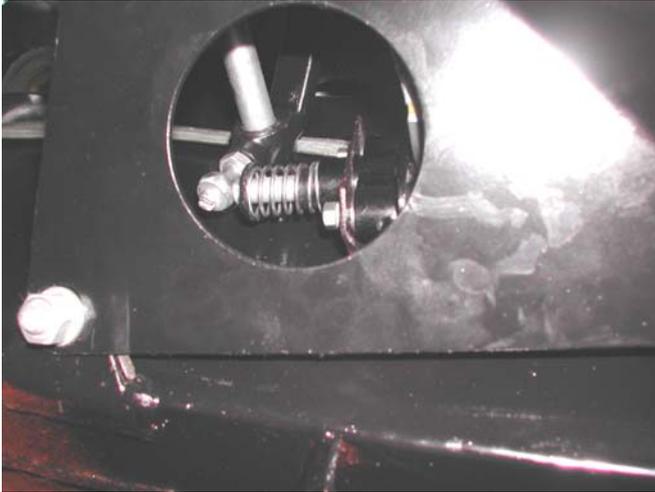
illustrated recently when I opened the brake light switch on the S2 only to find one contact broken, rendering the switch inoperative. Legend would have it that a new switch approximates in value to a small television set so I immediately started looking to making new contacts – a very difficult job. But fortunately they are available for a charge and Sydney Bentley had them on my bench the following day. The plunger shaft should be lubricated

The plunger assembled after all the bits have been cleaned. Take note where all the washers and nuts go there are quite a few of them. At the bottom is a new contact beside the broken one.



with a waterproof grease and the main contact with Vaseline. Note the construction of the plunger which is actually a brass sleeve mounted on the shaft by some type of insulating medium. This is a job most people could attempt with safety and success and even if everything works well it would be wise to give it a clean up and check its condition. The switch on the Shadow is far more accessible being located at the back of the rat trap under the covering box. Reverse switches are usually on the back of the gate box for manual cars.

Note that the contacts have a stabiliser bracket under each of them which limits how far the points can close over the plunger. I suspect that the point breakage in the case of the S2 was lack of lubrication.



And here is the little beauty hidden on the inner side of the chassis just below the brake pedal. The eccentric that engages the plunger can be seen which allows you to adjust the switch performance relative to the pedal. In removing the switch from an 'S' series car, release the switch from the chassis first and get it out through the hole to remove the wires. If you have the time you might like to pull the bracing plate off seen here unclip the pedal from its lever and pull the whole assembly out. Give it a good clean – lubricate the swivel and reassemble. It is also a good time to check the wiring harness which runs along the right hand chassis member along side the brake line. The harness or loom is wrapped in non-adhesive plastic tape. If the tape is severed it will need to be strapped otherwise it will unwind.



I have no idea where this picture titled 'Racing Rolls' came from but I include it for interest

Another bit of simple house keeping

More S2 coming up. These cars whether they had factory air or not used two ducted systems. One feeds air from the 'snow packs' as they were referred to, the vent holes at the front of the car under the headlights, the other is a recirculating system that sucks air out of the car at floor level besides



and below the driver's seat in a right hand drive car. Given the recirculation nature of the system it only works when the in-line fan rotates! This is done by a dinky little motor housed in line. Its bearings are oilite bushes which should run forever but 40 years???

The ducting comes out easily after removing the fibreglass under cover. The blower sits on brackets on the side of the chassis held by two bolts. The wiring (2 wires) has snap-on connectors.

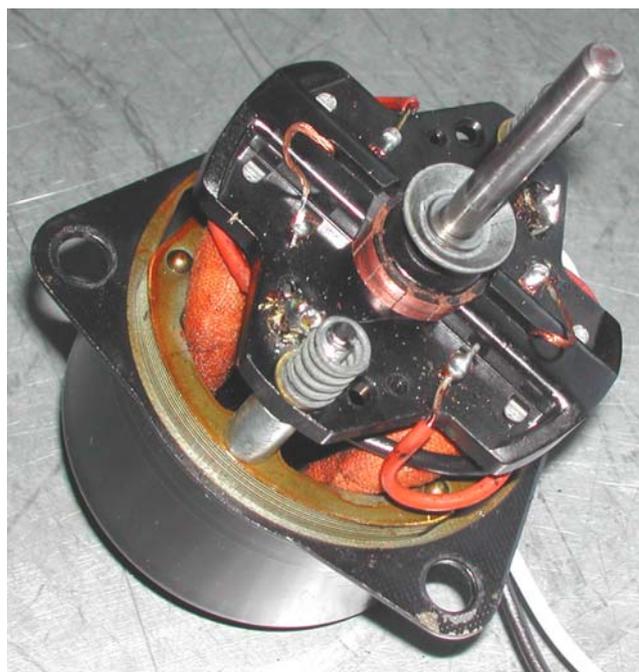


The fan is held into the motor shaft with a simple clutch nut and the motor mounted rigidly in the fan casing at three points. To dismantle the motor start at the shaft end. The whole thing is held together by two 2 BA bolts. The front cover should be eased off with a shaft knife. The brush carrier which will be revealed sits on two spacers through which the bolts pass.

The cover in turn sits on two coiled springs and spacers. Have good look at the arrangement for the brushes and watch for the end float shims on both ends of the armature.

At the front

end of the armature is an oil slinger which may come off. This is no problem but in replacing it be sure it is pressed right home otherwise the end float of the shaft will be wrong. The rear cover can now be prised off, again collecting the end float shims and the armature withdrawn from the rear. Now is the time to clean it of carbon, polish the commutator with very fine glass paper NOT EMERY. Check all the wiring and connections and clean everything up.



Reassembly is straight forward but first step is to soak the bearings in oil which in theory are porous. Clean out surplus oil before putting it back together. Hold the brushes well back in their holders by tying them with thread and feed the armature through the main body. Place the rear



shaft shims and fit the rear cover lining up the bolt holes. The bolts can then be fitted fitting the spacers under the brush holder plate and threading the springs and spacers as you go. Untie the brushes!

In tightening the nuts down best you put some power into the motor and listen to the sound it gives which is a good indication of binding and bearing alignment. When finished, the shaft should have a small amount of end play and turn quite freely.

In fitting the fan there is a fair amount of movement in the mounting holes allowing you to centralise the fan. Do not push the fan right home on the shaft as it will foul the upper casing bring the clamping nut to the top of the shaft which will give ample clearance.

See it was not that difficult was it?

Out-gadgeting Wardman

It took some doing but I have come up with the answer to the mechanics prayer! My little mate Peter was throwing out a heap of of junk when I espied a breakfast table the type usually supplied with 'X' number of Corn Flake tops and used once by granny and pushed under the bed never to be seen again.

But you know the situation, you can't get into the garage and you need to do something to the car and there is long grass and dead leaves etc. You use an ice cream container to put the bits in and then kick it over etc etc. This is my solution and sitting high it doesn't hide itself below the vision area of the bi-focals!!



Underfloor ducting on an S2

For those of you who have clambered under a Silver Cloud usually to look at the petrol pumps, it may pay you to uncover the wonders forward of the little pumps. Firstly if the savages have been in there you will find bodgie self tappers holding the fibre glass cover in place and often the cover

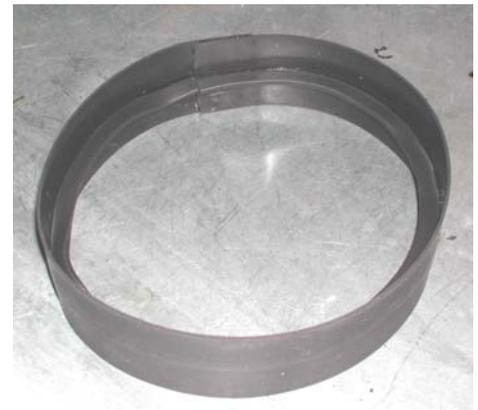


itself needs repairing. The latter can be effected with any fibreglass repair kit the former by employing slip on panel nuts or any one of a number of thread repair



measures. Under the cover you should find the forward and rear ducts which are made of hard rubber. These connect to the blower with rubber sleeves. Invariably these have perished, torn, or not infrequently, just missing. Alternatively there

is often a lot of masking tape holding the ducts to the blower. New ones can be made with two

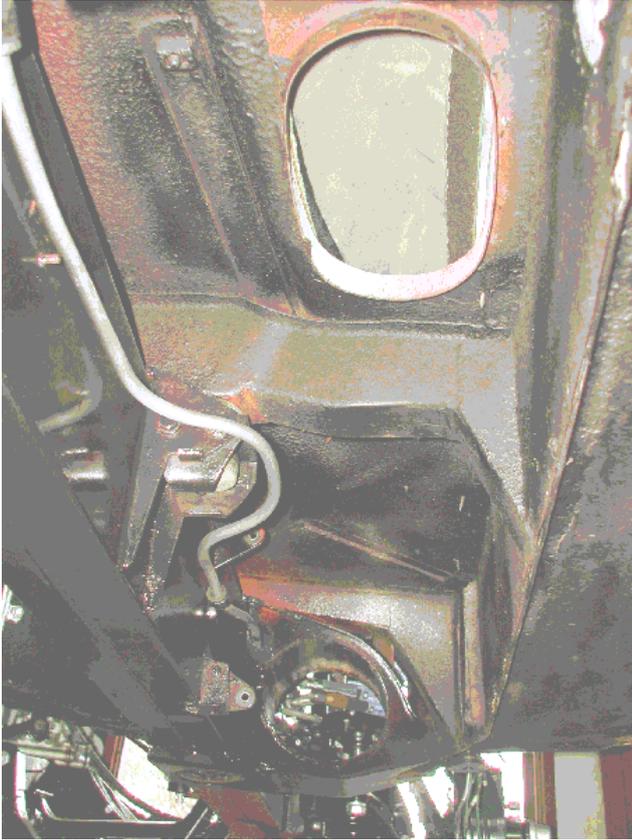


inch wide rubber strips lapped and glued with Loctite 108 which is a sudden death adhesive. The original sleeves had a section moulded around the inside middle to keep the ducts from direct contact with the blower and hence generating noise. This can be duplicated by gluing a thin strip down the centre of the main strip before bonding the ends together.



Building up the cross section with readily available sections of rubber. The original is shown beside the construct.

Clean up the area and the eight circlips and reassemble. Note very carefully the alignment of the fan to the ducts. Some adjustment may be necessary.



So this is where the air is sucked from the car through a gauze filter which doesn't seem to get blocked. The air is propelled forward through the aperture seen in the chassis body mount and into the heating/cooling air-conditioning unit under the right hand guard.

Note the body mount which the petrol feed pipe darts around here. These are adjustable and have to be set with a purpose built pneumatic manifolded lift device so don't idly undo them.

The mounts for the blower motor can be seen protruding from the chassis./ Note that these are offset and it is quite likely you will have to pack the space between the motor frame and the mounts to achieve the angle of the unit to suit the ducting. I don't think I would cavil at a Seraph but I doubt that one will ever grace my garage. By the time it has depreciated to the point where the local public servant can afford one it would be unrestorable simply because of its complexity.

The ever haunting S2. This was one of a myriad of pictures I took with the digital prior to wrecking the car. With the engine out such views are possible. The large cable coiled and screwed to the regulator feeds the whole car less the starter. The relay to the

left on the bulkhead turns the rear window demister element off when the car is being cooled to avoid overloading the system. The two large pipes at the bottom of the picture feed the two master cylinders from the very visible brake reservoirs.

FERRARI VERSUS ROLLS-ROYCE?

The following article written apparently in England was found by one of our Group in a public place in that country. Unfortunately there is no evidence of the author, the publisher or the publication but it is very entertaining and I hope you enjoy the satire

.It's long been known that you are what you drive, that the Morris Traveller was as much the mark of the social worker or the primary school teacher as the Ford Cosworth was the weekend cruise-mobile of the banker. For years, the Ferrari was a badge of elegance and playboy style, a sure sign that You had arrived, if you weren't already there. Now, though, the Italian marque seems to be losing ground in the status-race to -of all things - the Rolls-Royce. Yes, the Mediterranean muscle-car is starting to lag behind, while the run-around of royalty, the pleasure mobile of plutocrats, is making a last-lap comeback. Here's why.

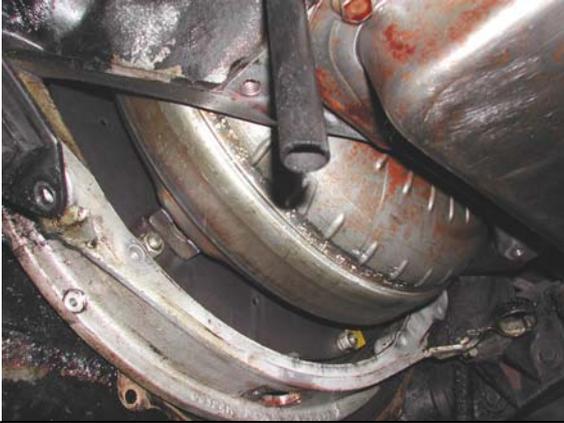
TASTE

Ferrari: All new Ferraris scream vulgarity from the wheels up, their throaty exhausts the vehicular equivalent of a drunken City boy braying about his excesses in the Eighties.

Roller: You have to work hard to vulgarise a Rolls, but the determined indignities inflicted on the car by the worlds of pop music and showbiz in the Sixties and Seventies proved its saving. Once it had been given a psychedelic paint job by John Lennon, plastered with bent spoons by Uri Geller, adorned with chandeliers by Liberace and parked in a swimming pool by Keith Moon, the Rolls had been stripped of its aristocratic pretensions yet emerged with its pride intact. At a time when most

cars are stultifying homogeneous, the Rolls faces up to the Ferrari's yowling, growling aggressiveness as a symbol of understated elegance. Billie Piper's got a Ferrari and she can't drive; Lady Penelope had a Roller with a *chauffeur*. spot the difference?

COST



The old GM 400's are getting a little long in the tooth instanced by the number leaking at the front – the usual cause a dry and hardened seal. The box has to come out which you will probably entrust to a specialist if for no other reason than coping with the difficulty of lugging the rotten thing in and out of the car.

Ferrari: Mention a Ferrari and you have to mention the price tag, whether it's Gordon Ramsay's £160,000 Maranello, Michael Flatley's £105,000 Spider, or the £110,000 Modena Chris Evans bought for teenage wife Billie, old Ferraris can cost three, six 10 times those prices and are a dubious investment: Lord Brocket famously broke up several of his vintage Ferraris and claimed on the insurance when the classic-car market slumped. Ferraris, old and new, are expensive to maintain: Gary Numan claimed he had to replace the gearbox in his six times in one year of owning it.

Roller. OK, Rollers can be expensive to maintain - £50 for a glove-compartment light bulb, anyone? - but we're talking status symbols here, and you can pick up a decent second-hand Rolls for anything from £4,000.



A professional touch with the plug in the side of the sump having removed the dip stick and filler tube. Gearboxes drain for hours as there is so much oil stored in nooks and crannies

DRIVEABILITY:

Ferrari: What's the point of having a car that can do 200mph in a country with a 70mph speed limit? Buy a Ferrari and you definitely will end up speeding, but unlike David Beckham or Jay Kay out of Jamiroquai, you probably won't be able to claim that you were escaping a paparazzo or rushing to stop a female stalker from burning down your house. In a Rolls, all you're, supposed to hear is the ticking of the clock: in a Ferrari, you might just be able to hear the police sirens above the exhaust.

Roller: Comfort, rather than speed was always the point of a Rolls-Royce. You don't drive a Rolls, you go *motoring* in it.

SEX APPEAL

Ferrari: We all know that - to put it delicately the Ferrari is supposed to be a lodestone for the female genital area, but any car that makes that much of a phallic statement is bound to leave women assuming you're compensating for deficiencies in the trouser department. Also, although the

seats render you virtually recumbent, there isn't enough room to do anything; the unforgiving gear stick needs constant attention from your spare hand, and the buttery upholstery stains easily.

Roller: Bags of room and a comfy back seat, if you catch my drift, nudge, nudge.

THE COMPANY YOU KEEP

Ferrari; Look at the famous owners mentioned above. It's a car for lads who've suddenly come into money, who want to look flash, and who will probably boast about reaching 129mph on the A40 (like Michael Flatley).

Roller: Famous Roller owners such as Jimmy Tarbuck (who has a JOKER 1 numberplate), Bruce Forsyth, Michael Winner, Bernard Manning, Elton John (he's got 12) and Kenny Baker (who played R2D2 in Star Wars) have put the car firmly in the post-ironic category. Meanwhile, young urbanites are snapping up the 1970s models, and AA Gill, the influential Sunday Times restaurant critic, has just plumped for a Rolls, only months after trying to avert his mid-life crisis with a sports car. If the



Warwick Grigg decided to see what was going on behind the headlights and had some surprises. The surrounds should be removed often to clean out the spiders etc and make sure Rodney Rust is not getting his teeth into the pieces. Make sure your rubber gaskets around the lights are intact.

Ferrari is the passing obsession of the youthful show off, the Rolls is the sign of a man at ease with himself and his car.. someone who wants room for a decent amount of luggage or friends, rather than just a popsy and a credit card. Think about it. East enders actor Steve McFadden can fit a canoe on top of his Rolls, and Bernie Winters would have looked pretty daft trying to fit his St Bernard dog, Schnorbitz, into a Ferrari.

These speed nuts that hold the little badge on clearly were a bit short-changed on the rust proof finish



WHEELS 2002



7.00AM on site!

As some of you will be aware there was a good deal of consternation at the terribly British Day rally over the appearance of two groups of Rolls-Royce motor cars. In fact we outnumbered them three to one. This was done with no malice-a-forethought but simply a desire to put on the best display for the public. In the end there was no problem and despite some concerns by the Club

group I saw no members of the public breaking out in derisive laughter.



An hour later

So with Wheels coming up we planned on keeping up the show and managed to collect some 11 cars with two no-shows. The static displays done by Peter were tarted up and secured, the main marquee repaired and a gazebo purchased. We dragged a large television to the ground with a super VHS player on board for showing technical videos and packed enough food for a small Division.

Seven AM saw a very wet field which thanks to the builder, a member of our group Neil Garvey who designed the arena back in 1979, had drained enough to drive on. We had secured a site with power which we shared with the ice cream trailer and the ice machine. A little while and George and Neil arrived and things rapidly took shape. There is definitely a sequence toy getting a marquee up, to be followed lest you are never seen to emerge from the canvas folds. Ken Glover arrived with his Spur which he tells me is running disgustingly well and he quickly got a job.



Wayne Wardman's car was de-shod for the passing parade of spectators to see that proper motor cars do actually have such fallible gadgets as suspensions etc.

I had done a little prestidigitation with Bill Fleming's and Wayne Wardman's Shadows and secreted them in Kay Beagle's garage in Watson so a quick recovery to the arena was simple. Bill couldn't come but was keen that his car be seen particularly as he has done so much work on it. Wayne however turned up with the celebrated Wraith looking splendid albeit unfinished but it was probably the most examined car on the ground. And of course the provenance created a great deal of interest. His wife Vivian and young Hanna also found themselves in full employment on arrival.



John Beagle was carrying a message

George arrived in Peter Smith's Shadow with Laraine following in George's car. Garry Scorgie drove over in his Chrome yellow car he purchased recently and former Club member Bob Campbell-Stewart arrived in his white Shadow. John and Kay Beagle arrived with the 'R' Type and Kay immediately started the process of fattening everybody up. The weather was holding, more and more cars arrived, we pushed the ice cream van around several times until it was in their ideal location. George and I repaired to the radio caravan and gave an interview which seemed to



George was not showing obeisance to the lady but was doing a demonstration head-butt for a member of the public.

please the presenter and I set about hoisting, with Neil's help the hapless Wardman Shadow onto one side for the benefit of the viewing public.

George did breakfast which seemed to ooze into lunch punctuated by sorties into the main exhibition. Memory lane for me as I remember quite a few of the post-war cars when they were new! Visited the Club site which had one more car than us. Had a chat with the President Alistair Kinloch and a few fellow members. Malcolm Yell with family and friends arrived from the midlands completing a very sociable mob.

Two thirty and the skies thickened. A wink is as good as a nod they say so in we went dismantling packing and sorting. Cars dispersed and went home

in pouring rain. All in all a very good day.



A pleasant exchange with Al Kinloch



Resulting in a rapid departure of Ma'am. I actually met the engineer at the factory who designed this feature which first appeared on the Spirit. He was so proud of it – as he should have been. It even has a gas strut in it to cushion the action.

DOING WHAT WE LIKE TO DO

(Sunday 3rd of February 2002)

The day promised to be a complete disaster. I'd arranged to hold the meeting at the usual venue, the Holt Auto-Port and spoke to Steve (the owner) on the previous Thursday to ask him to leave a power lead out for us. I normally reminded him on Saturday morning and that's what I would have done this time, except that for once, he did not open. Feeling completely deflated, I rang Bill to moan about the injustice of fate. I must have used just the right amount of pathos in my voice because Bill said "Hang on a minute," there was a muffled conversation, then "Peter said it's alright to have it here." That saved my hide and all the egg that was about to clump onto my face, disappeared. We needed power to operate the air compressor and the Karcher cleaner. Peter's place has everything we need for a successful meet. There are vast expanses of unsullied concrete, shelter

if the weather got naughty and even a great big pool if we needed to wash any parts or our hands.....Besides, they always fed the team wondrously well.



The assembly point at Peter's hill top retreat

White Silver Shadow, Ken Glover in his 1983 maroon Silver Spur, and me in my tool filled mobile workshop.

We decided to dispense with the run to Michaelago (which is a relatively uninspiring run down the Monaro Highway) and instead, we chose to do a little test driving of the cars, locally. Grant Brown drove Bill's '76 Shadow and Bill and I sat in the back, listening for any unusual noises. It proved to be a revelation for both Grant and Bill. Not only did Grant enjoy the new experience of driving



Doug Brown pondering the fate of his Shadow with Ken Glover keeping his counsel.

This was very much an "off the cuff" meeting where there was not a lot of forward planning. The main topic was to be engine cleaning and lubrication. The day turned out to be more successful than I deserved.

The day started with a gathering of insomniacs at the Southern Cross Club car park at 8.30 am.

The sleepless were :

Grant and Doug Brown from Gosford in their 1974 silver Silver Shadow, Bill Fleming in his 1976 maroon Silver Shadow, Greg Whellum in his 1970

another car, he was able to do some discrete comparisons. There were some unusual noises heard in the back seat, and I was puzzled until it dawned on me that they were coming from Bill. He was very happy with the compliment studded running commentary Grant was conducting on the drivability of Bill's car. It was just the tonic he needed, as Bill had spent many hours under, over and around his car, resurrecting it to former glory. It was great to hear you gurgle with pleasure Bill, particularly when it was well deserved.

Greg, Doug and Ken headed off in Ken's Silver Spur, and when they met us back at the car park, Doug was just as delighted with it as Grant had been with the Silver Shadow of Bill's. Squeezing the huge heads of Ken and Bill into their respective cars, we headed off to Peter's place to do some real work.

A cheerful Bill C. a couple of Lexus models and some hot coffee greeted us at Peter's place. A Lexus was moved and we set up shop and began to "self help".

Bill Fleming set about jacking up the enviable Silver Cloud III of Martin Stafford-Bell's as the two Bills were going to "spring clean" the brakes. Grant drove the Brown's silver Silver Shadow (now there's a colourful phrase) up on ramps and spread the plastic sheet underneath to protect the driveway.



Ken Glover's Spur always lends some dignity to these occasions as indeed, does its owner!

After a bumbling comedy of errors, I managed to get the Karcher functioning. Setting that aside, we sprayed some kerosene onto the underside of the engine. While that soaked in, we welcomed Eric Hart in his concours winning blue 1979 Silver Shadow II. After the exchange of pleasantries, he got stuck into preparing the nearside front suspension tower cover of his car for painting. He'd mentioned that some how, some one had allowed some RR 363 to be dripped onto it and was unhappy with the rather blotchy touch up job. I left him to it and went back to the Brown's silver car.

The kerosene had done the job of softening the bond between the built up grease, oil and grime, and the engine block and sub frame. Next, we sprayed detergent on the area to break the cohesion of that softened grease etc. and allowed time to let it work. I zipped over to see how Eric was going. He'd covered all of the unnecessary parts with newspaper and using short pieces of garden hose, had covered the heads of the cad plated bolts. Damned clever those Sydneyites! We squirted a coating of Satin Black enamel on to the cover and allowed it to dry. Meanwhile, the suds had soaked enough, and we employed the high pressure Karcher to remove twenty years of grime from the underneath of the engine. It worked like magic. There was a substantial amount of old grease and grit on the sheet which contrary to ribald suggestions from the crew, did not come from me. After applying the appropriate protective covers, Grant and I repeated the process from the top of the engine, taking care not to allow any fluid to enter any of the exposed sub assemblies such as the hydraulic reservoir, the alternator, the air conditioning compressor and the distributor cap. We weren't that successful, because later on, Grant had to wipe dry the spark leads with disconcerting consequences. That will be fully explained later in this article. We dried everything we could reach with compressed air.

Back at the ranch, Bill's offsider Bill, scrubbed wheels, and attempted to remove the brake drums on Martin S-B's Silver Cloud III. Dear readers, please note that while I take liberties in abbreviating member's names, I would never presume to abbreviate the model name of this wonderful car. Thank me in your will, Martin! A small hiccough. (Not hiccup as I recently read in a popular and mindless magazine). There was a recalcitrant lock screw in the offside rear drum. That was the opening Greg had been waiting for. While I fumbled in the back of my van for any number of tools, Greg whipped out a screwdriver and tapped the screw out of its comfortable niche in a flash. His

offhand comment? " Dad showed me that trick when I was twelve." As soon as he had access, Bill F. dusted and wiped the brakes, cleaned the drums and checked the slave cylinder seals for leaks, of

each of the four corners of the car and re assembled the beast. A quick test drive showed that his efforts were not in vain. A congratulatory word from Bill C. completed the job.



Bill Fleming getting ready to blast the Cloud III's brakes

Meanwhile, Ken and Bill C. topped up the hydraulic fluid of the Silver Spur (mineral oil, not RR 363) and attended to the refixing of the heat and noise dampening pads under the bonnet. Eric had another couple of coats of quick drying enamel applied to his tower cover and it looked pretty good. So good, in fact, that we are considering doing the one on the other side soon.

Not liking to be idle for too long, Greg drove his car up onto the ramps and cleaned his engine. While he was doing that, I convinced Grant that I could time an engine by ear. I've not been quite so wrong for some time. The car ran like a hairy goat. We stopped and tried to adjust the distributor several times to no avail. Grant persisted, and started with the high-tension spark leads. He wiped



An immaculate wheel and an immaculate body but filthy brakes. All cars generate brake dust which does nothing for braking efficiency

and re-seated the leads. In doing so, he dropped a lead end into that Bermuda Triangle of an engine bay. He searched and searched to no avail. Ken Glover and Bill C. took pity and grabbed one from Bill's place. Grant fitted it, fiddled some more, and got the car to run as well as it had before. So much for my timing by ear.

Anyway, all's well that ends well.

We had lunch. Normally that barely deserves comment, however this time, we were served Vichy ssoise (a cold potato and leek soup and spelling by Coburn), followed by hot beef and gravy in rolls, then an ice-cream in a wafer sandwich. Haven't had one in years. Yum yum. A bit of social intercourse, then we cleaned up and went our separate ways. It was a good

average meet. We did what we planned to do, and we got to see some of our out-station members, namely Doug and Grant Brown and Eric Hart. Thanks for travelling so far boys.

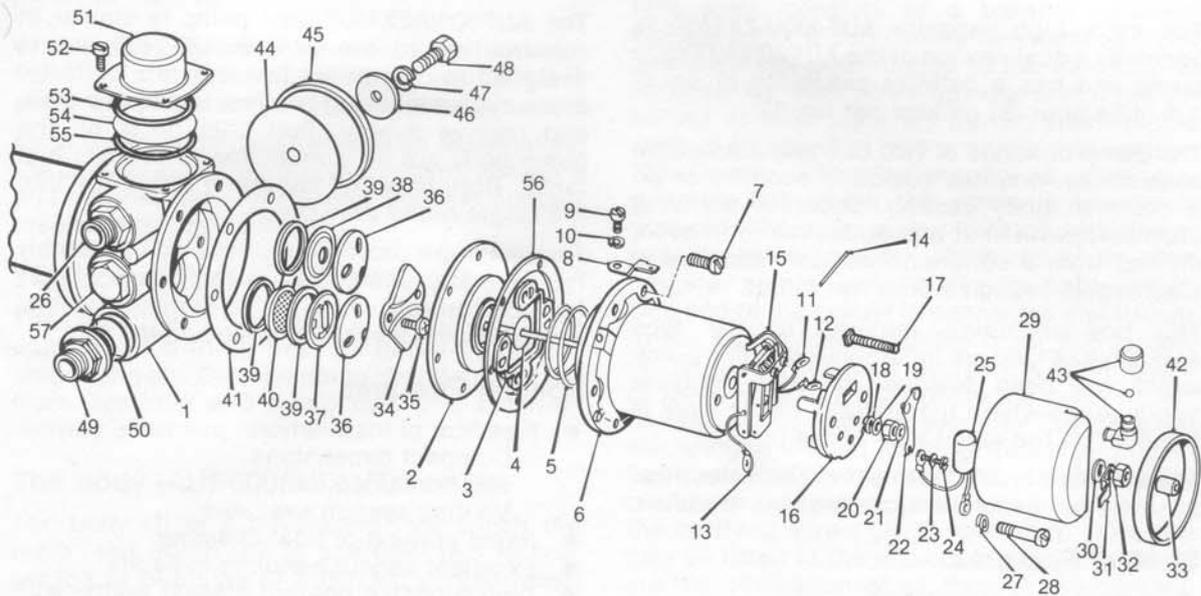
If you have read to this point, I figure that you are keen enough to actually do these jobs so here is a tip. After cleaning the engine, bring out the oil-can and lubricate all moving parts. It is fine to remove unwanted grease and oil, but remember that you also remove the useful lubricants too, and they need replacing. Happy cleaning. See you at the next meeting. George S.



More Wheels pictures including the unique Wraith of Wayne Wardman which despite cameras clicking all over the place we managed to overlook. Perhaps we were just shy!

This newsletter is put together by Bill Coburn as his personal contribution to the repair and maintenance of Rolls-Royce and Bentley Motor cars. Readers are cautioned to make their own decisions about the accuracy or otherwise of the contents. Every effort is made to disseminate what appears to be worthwhile information in the hope that the lonely owner will have some idea of where to start!

The SU Type AUF400/AZX1400 and AUF500/AZX1500 Electric Fuel Pumps



AUF500/AZX1500: Two inlet connections, pumping units not normally intended to operate simultaneously.

AUF400/AZX1400: Single inlet connection, pumping units normally intended to operate simultaneously.

Plate A
Exploded view of typical dual pump

No.	Description	No.	Description	No.	Description
1	Pump body.	20	Terminal nut	39	Sealing washer
2	Diaphragm and spindle assembly, including armature	21	End cover seal washer	40	Filter
3	Armature centralizing plate	22	Contact blade	41	Diaphragm gasket
4	Impact washer	23	Washer, 5 BA	42	Sealing band
5	Armature spring	24	Contact blade screw, 5 BA	43	Vent valve
6	Coil housing	25	Diode resistor	44	Joint, inlet air bottle
7	Screw, securing housing, 2 BA	26	Outlet connection	45	Cover, inlet air bottle
8	Earth connector	27	Spring washer, 2 BA	46	Dished washer
9	Screw, 4 BA	28	Screw, pedestal to housing, 2 BA	47	Spring washer
10	Spring washer, 4 BA	29	End cover	48	Cover screw
11	Terminal tag, 5 BA	30	Shakeproof washer	49	Inlet connection
12	Terminal tag, 2 BA	31	Lucar connector	50	Sealing washer
13	Earth tag, 2 BA	32	Nut, 2 BA	51	Cover, delivery air bottle
14	Rocker pivot pin	33	Insulating sleeve	52	Cover screw
15	Rocker mechanism	34	Clamp plate	53	Rubber 'O' ring
16	Pedestal	35	Plate screw	54	Plastic diaphragm
17	Terminal stud	36	Valve cap	55	Sealing washer
18	Spring washer	37	Inlet valve	56	Gasket (single layer diaphragm only).
19	Lead washer	38	Outlet valve	57	Second inlet connector (AUF500/AZX1500 only. Blank on AUF400/AZX1400)

At last I have found the actual model pump used on the Silver Shadow. And this is it complete with names for you to order parts rather than the little thingame that fits on the doodad!

If undeliverable please return to Post Office Box 8 MAWSON 2607 ACT AUSTRALIA

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