

November, 1963

TO: ALL ROOTES GROUP DEALERS

SUBJECT: CONTROL UNIT FAILURE EASIDRIVE STAGE I & II

MODEL: HILLMAN MINX III A, B & C SUPER MINX I

Complaints have been received at this office regarding faulty control units obtained on the exchange scheme operated by the Nisonger Corporation.

On thorough examination of this problem it has been discovered that the great majority of failures has been due to incorrect fitting or testing of the replacement unit. Will all personnel responsible for Easidrive repair take careful note of the following:

The main cause of trouble appears to be fused wires from C Relay to terminal block and is caused by:


1. Short circuit at the bulkhead disconnection point on number 6 socket. This is produced by fitting one or other of the leads on the wrong side of the insulation, or by leaving off the insulator, or by inadvertently shorting across bulkhead disconnection point and bulkhead while 'hold 2' is selected.
2. Short circuit at gearshift solenoid. This is caused by the solenoid supply lead touching the edge of the solenoid cap. The rubber sleeve over the supply lead terminal should be examined closely for slight cuts or fractures through which a short could occur, as a small fracture of the rubber is sometimes not readily discernable on first examination.
3. Bottom harness fractured or insulation rubbed through. The bottom harness, where it passes underneath the car at the intersection of wing panel and bulkhead panel, should be clipped up. If the harness is not clipped it is possible for the steering arm to rub through the harness insulation or cause an internal fracture, either of which can produce a short circuit.
4. Short circuit solenoid. This occurs in the solenoid coil windings and necessitates changing the gearshift solenoid.

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Faults (1) and (2) are the most common caused of fused wires, although any one of the above four faults can have the same effect. The fusing can occur in a very short time of re-connecting the battery, the wires can burn through even before the car has been driven. In any event, it will usually be found that fusing will occur after only one or two shifts from first to second gear have been made, when the solenoid is passing a current of approximately 28 amps.

ROOTES MOTORS INCORPORATED

  
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GENERAL SERVICE MANAGER