

ALL SALES & SERVICE REFS

FROM: MR. K. LANGRIDGE
NEW YORK

MESSRS.

DATE: APRIL 14, 1964

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SUNBEAM IMP

With the introduction of the Sunbeam Imp, it became imperative for the undersigned to ensure any fault with this car which could be put down to poor inspection, faulty assembly, etc., etc., be reported to the Engineering Department in the United Kingdom without delay.

I understand that a number of cars have given small items of difficulty which have been easily cured but any fault whatsoever, irrespective of whether it is regarded as serious or not, should be reported directly to this office. We cannot afford possibilities of any high spot complaints.

A number of small and isolated difficulties have arisen which I will ask the addressees to keep confidential but at the same time, use this knowledge as a basis for assistance to dealers:-

(1) Brake Knock

This takes the form of a "thump" at road speed when decelerating and is easily cured by backing off or chamfering the leading edges of the brake liners and then thoroughly bedding in on the road.

(2) High Fuel Consumption

There have been three complaints of high fuel consumption which have been found due to fitment of an interim production carburetor recognized with a yellow spot. This carburetor had been modified in production to eliminate carburetor draining on inclines. The fuel level was changed in the carburetor to cope with this and we immediately ran into difficulties of high fuel consumption plus hesitation under certain conditions of low speed running.

The carburetor was re-hashed to overcome these faults and is recognized by a yellow stripe. This yellow stripe carburetor is perfectly efficient. In the event of a complaint being raised with high fuel consumption, the choke cover should be turned anti-clockwise five millimeters to weaken choke setting. In the event of continual difficulty, a 102 main jet, part #7080175, should be used but only after reference to this office.

(3) Heater

Isolated cases of inefficient heater have been found due to:-

- (a) Kinked hoses in the front compartment to the heater.
- (b) Incorrectly adjusted heater valve.
- (c) Air in heater lines which necessitate thorough bleeding.

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(4) Noisy Turn Signals

Unfortunately, there is at present, no cure for this complaint which is due to incorrectly radiused plastic cancelling device. The only relief on this problem is to slightly radius with emery cloth the plastic knob under the switch and treat with silicone.

Again, I impress all addressees to treat this as confidential, it only to be used to advise dealers in the field if so required.


K. Lantridge

KL/ja