

September 26, 1960.

TO ALL ROOTES GROUP DEALERS

HARNESSE PLUG AND SOCKET CONNECTIONS

Instances have occurred where units have been returned to the factory which when subjected to test, bear no internal fault whatsoever.

Investigation into this problem has shown that in certain cases the cause of failure has been attributed to faulty plug and socket connections.

Particular care has been taken during manufacture to ensure that the best possible contact is achieved between EASIDRIVE harness connection plugs and unit sockets. If a fault becomes apparent in the Transmission, a visual check should be carried out so as to ensure that the plugs are pushed firmly home into their respective sockets, and furthermore, that the securing screws are tightened.

This technique should be applied before any other service procedure is adopted.

THROTTLE SOLENOID

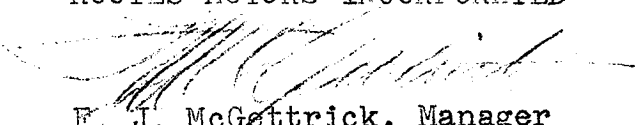
In order to avoid increasing engine revolutions excessively during factory production tests, it has been decided to set the solenoid plunger movement to a nominal dimension, thereby enabling Hold 2nd to be obtained between speeds of 47 to 50 MPH.

In the unlikely event of further adjustment to the solenoid linkage being necessary, it is recommended that the following procedure is carried out.

Drive the car in top gear at 55 MPH. Release the accelerator pedal, select Hold 2nd and slowly reduce the road speed by applying the brakes. Note the speed at which 2nd gear is actually achieved. If this speed is in excess of 50 MPH reduce solenoid plunger travel. If it is less than 47 MPH increase plunger travel.

Kindly bring this to the attention of all Service personnel.

ROOTES MOTORS INCORPORATED

  
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