

SECTION 15

STORAGE

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S T O R A G E

INSTRUCTIONS FOR STORAGE

The success of car storage depends upon the correct preparation and lubrication of the vehicle, together with continuous periodic attention. The place of storage should be dry, well ventilated and, in cold climates, preferably heated.

First clean the car thoroughly, particularly underneath, since damp in any mud may cause corrosion and deterioration.

Engine and chassis

To facilitate the draining of the engine sump, gearbox and rear axle, run the vehicle for a sufficient mileage to ensure that the oil in these units has become thoroughly warmed and fluid.

1. If the cooling system contains anti-freeze, DO NOT DRAIN. If however, the system contains plain water, drain the system as described in Section 2.

Warning :- When anti-freeze is left in the system, examine the rubber hoses carefully at regular intervals and replace if unsound.

2. Drain the fuel tank completely (see Section 3) and run the engine until all fuel remaining in the system is exhausted.
3. Remove the carburettor(s) and petrol pump as described in Section 3, clean them internally and refit.
4. Drain the sump, gearbox and rear axle of all oil as described in the appropriate Sections, then refill to the correct level with clean oil of the recommended type. Remove the oil filter body as described in Section 1 and clean out the interior. If the filter element is very dirty, discard the element and fit a

replacement. Fill the filter body with clean engine oil and refit to the engine. Where an external oil cooler is fitted, drain this in the manner described in Section 1 and refill with clean engine oil.

5. Jack up the car until the tyres are clear of the ground. Support the car on two wood blocks placed under the chassis side members adjacent to the rear shock absorbers, and two at the front in line with the rear edge of the front wheels. Inflate the tyres to the tyre maker's recommended pressure given in the General Data of Section 10. This pressure should be maintained and checked every week.
6. When the engine is cold, remove the sparking plugs and pour one tablespoonful of clean engine oil through the sparking plug holes into each cylinder. Turn the crankshaft slowly a few turns with the starting handle to distribute the oil over the cylinder walls. Replace the sparking plugs and screw down lightly.
7. Remove the inlet and exhaust rocker box covers in turn, and apply clean oil to the valve operating mechanism; refit the covers.
8. Depress the "One-shot" chassis lubrication pedal once and lubricate the propeller shaft-universal joints with approved grease through the lubricators provided on each joint.
9. Make sure that the handbrake lever is in the "OFF" position.
10. Remove the battery from the car, clean thoroughly, "top-up" and give a thorough charge at the normal rate recommended by the manufacturers. Store the battery separately.
11. Jack out the clutch by depressing the clutch pedal and interposing a suitable block of wood between the clutch rocking lever and the chassis cross member. Alternatively, wire the pedal in the depressed position, attaching the wire to some convenient position on the chassis. This will ensure that the clutch fabric will not adhere to the pressure plate during the period of storage. Immediately after the clutch has been jacked out in the foregoing manner, affix a label bearing this information in a prominent position on the car.

Warning :- If the clutch is not jacked out, it must be checked for freedom at frequent intervals during the storage period (see Precautions during storage, item 2).

Body

1. It is advisable to give the coachwork a good polishing, using a good class of wax polish. Under no circumstances should a polishing compound containing ammonia be used, or metal polish applied to plated lamp rings etc.
2. Brush all carpets thoroughly and sprinkle with one of the anti-moth preparations available. Brush thoroughly the moquette back lining of the front seats.
3. Give the leather upholstery an application of a good leather cream and leave dry.
4. Provided the place of storage is dry, set the windows of the car open slightly. If, however, there is any tendency to dampness, it is advisable to shut the windows and doors tightly, and to distribute some form of anti-moisture preparation such as Calcium chloride crystals, in open containers, within the interior of the car.
5. Cover the vehicle completely with a light dust sheet.

PRECAUTIONS DURING STORAGE

1. Rotate the engine, gearbox and rear axle, by hand, at least once every seven to ten days.
2. If the clutch has not been jacked out, check it for freedom by engaging 4th. gear and rotating the rear wheels while an assistant alternately disengages and engages the clutch.
3. Check the tyre pressures every week and if necessary re-inflate to the tyre maker's recommendation, see General Data of Section 10.
4. Give the battery a freshening charge every four to six weeks.
5. Inspect the coachwork periodically.
6. Inspect the carpeting periodically; if necessary, re-apply the anti-moth preparation.
7. Where anti-moisture crystals are used in the car interior, check the condition of the crystals. Renew if they are seen to be near saturation point.

RE-COMMISSIONING AFTER STORAGE**Introduction**

Before re-commissioning the car after a lengthy storage, it is advisable to give it a thorough check-over, and the following procedure is recommended.

It is assumed that at the time of storage, the car was treated in accordance with the recommended procedure, but it is recognised that the actual conditions of storage, and the amount of attention subsequently received by the car during storage, will have varied considerably.

Procedure

It is recommended that the various components and assemblies are dealt with in the order in which they are given in the subsequent paragraphs.

Remove the wood block or wire used to jack out the clutch then inflate the tyres to the correct pressures, see Section 10.

Battery. Give the battery a thorough charge before installing it in the car.

Clean the battery connections and coat with petroleum jelly after installation.

Cylinder bores. Remove the sparking plugs and pour not more than one eggcupful of a mixture comprising 5 parts engine oil and 1 part colloidal graphite into each cylinder. Turn the engine slowly by hand to distribute the mixture over the cylinder walls, then turn the engine on the starter to expel excess oil. Fit clean, correctly gapped sparking plugs. Check the oil level in the sump.

Valve mechanism. Remove the inlet and exhaust rocker box covers and examine the mechanism, then lubricate liberally with clean engine oil. Check the valves for freedom.

Fuel system. Referring to Section 3 for the method involved, remove the carburetors, clean out thoroughly, and refit. Clean out the petrol supply pipes. Remove the drain plug from the petrol tank and examine for signs of gum deposit. If the tank is gummed, remove the tank. Remove the petrol pump, strip and clean thoroughly. Examine the pump diaphragm for condition and if frayed or perished, fit a replacement diaphragm. Refit the pump to the engine. Lubricate all carburettor control linkages with clean engine oil and check for freedom of operation.

Make sure that all supply pipe unions are tight, then fill the petrol tank. Turn on the petrol cock, then operate the pump priming lever to prime the carburetors.

Check the system for leaks and rectify as necessary.

Ignition system. Remove the air filter and detach the distributor cover. Clean and set the contacts and lubricate the unit as described in Section 1. Wipe the interior of the cover with a clean, dry cloth before refitting, then check the condition of the H.T. leads and their security in the distributor cover. Refit the air filter.

Cooling system. If the cooling system has been drained, make sure that the radiator and cylinder block drain taps are closed, also the heater drain taps if heaters are installed. Fill the system to the correct level with clean soft water or an anti-freeze solution, according to the prevailing climatic conditions.

Check all hose joints and union connections for leakage, and correct as necessary. Lower the car to the ground.

Engine. Remove the rocker covers and set the tappet clearances to the figure given in the General Data of Section 1.

Turn the engine over slowly by hand making sure that each piston passes over its compression point without undue forcing thus making certain that there is no excess of oil in the combustion chambers. Start the engine and run it at about 1,000 r.p.m. for a few minutes, noting the oil pressure and charging rate. Stop the engine and check that there are no leaks in the oil, petrol and water systems.

"One shot" chassis lubrication system. Check the oil reservoir located on the front of the dash and on the right-hand side and fill with oil to not less than 1in. from the top. Give the foot-operated pump a few strokes and check that oil is reaching the various lubrication points.

Brakes. Check the fluid level in the master cylinder, see Section 8. Lubricate the cable and pivot pins at the locations indicated in the car lubrication diagram using the recommended lubricants, then check and, if necessary adjust the brakes in the manner described in Section 8.

Upholstery. Remove the anti-moisture crystals from the interior of the car.

Wipe the leather upholstery with a clean dry cloth or, if the leather has lost its suppleness give it an application of a good leather cream. Brush the moquette seat back-linings and the carpeting thoroughly.

The car may now be road-tested and all controls checked.

Warning :- Take great care when applying the brakes for the first time since any damp or rust in the brakes will cause severe "grab".