



Service bulletin

C 256

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

FOR THE ATTENTION OF SERVICE & PARTS MANAGERS.

SERVICE INSTRUCTIONS FOR R. V. B. "SUPERMITE" HORNS.

EQUIPMENT REQUIRED:

3/8" Felt pad (Horn to be placed on this pad during adjustment)
Voltmeter 0 - 50 Volts. Ammeter 0-10 amps. Fully
charged 12 volt. battery (80 amp. hr.) 5/16" AF hexagon
spanner. 500V (Megger) tester. 1/4" AF hexagon spanner.

ADJUSTING HORN:

Connect battery and voltmeter in parallel with horn terminals.
Connect ammeter in series with horn terminals. Adjust amperage
to obtain the best performance from the horn; turn the adjusting
screw clockwise to increase amperage and counter clockwise to
decrease amperage, it is important that amperage does not exceed
5 amp.

OPENING HORN:

To open horn for internal inspection, remove the six self tapping
screws located on outer flange of horn body, and lift off scroll,
gaskets and diaphragm.

RESEALING HORN:

Make sure all remnants of oil gaskets are removed from body,
diaphragm and scroll. Reseal horn with new gaskets.

CLEANING CONTACTS.

Clean the contacts by passing a strip of Crocus Cloth back and forth
between them; wipe with a piece of clean linen.

Austin
Freeway

&

Wolseley
24/80

REPLACEMENT OF VIBRATOR:

Removing - Disconnect coil lead from vibrator solder lug carefully drill and collapse the 1/8" diam. rivet holding vibrator to body. Remove adjusting screw and adjusting spring. Vibrator can now be removed from unit.

Refitting - (Refer to charts for Part Nos.) Fit vibrator into body with adjusting screw and spring. Using screw, nut and spring washer supplied with vibrator service kit, reassemble terminal, washer etc, in the correct order, (refer to attached drawing.)

After tightening, solder screw and nut to prevent from working loose. Solder coil lead to vibrator lug. Check insulation with 500V Megger, up to 1 megohm allowable.

REPLACEMENT OF COIL:

Removing - Disconnect coil leads from solder lugs. Remove vibrator as in previous section. Drill and collapse 1/8" diam. rivets holding pot to body. Remove coil and pot from body.

Refitting - (Refer to charts for Part Nos.) Place coil and pot in position and fix with screws, nuts and spring washers, supplied with coil service kit. Tighten and solder screws and nuts together to prevent loosening. Install vibrator as above solder coil leads to lugs. Check insulation with 500 V Megger up to 1 megohm allowable.

REPLACEMENT OF DIAPHRAGM:

Diaphragm and unit assemblies are factory matched and are not interchangeable. In the case of faulty diaphragm, the unit assembly must be replaced.

REPLACEMENT OF SCROLL:

Remove the six self tapping screws located at the periphery of unit and lift off scroll. Fit new scroll, with existing self tapping screws. Make sure that the orientation of scroll is the same as the original unit.

REPLACEMENT OF HORN UNIT:

Remove unit assembly from scroll as in previous section. Refit new unit assembly having the correct characteristics.

NOTE:

After completing any adjustment, reseal adjusting screw head with enamel to original colour code.

POSSIBLE FAULTS, CAUSES AND REMEDIES.

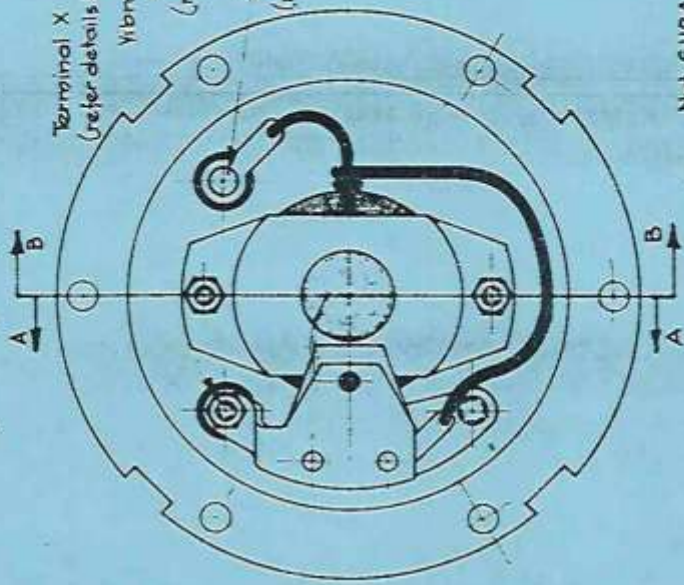
<u>FAULT</u>	<u>CAUSE</u>	<u>REMEDY</u>
A. Incorrect Adjustment.	<ol style="list-style-type: none"> 1. Adjusting Screw drift. 2. Contact wear. 3. Contacts burnt or corroded. 	Correct adjustment clean contacts or replace vibrator assembly.
B. Short to earth in horn.	<ol style="list-style-type: none"> 1. Insulation breakdown. 2. Horn has been operated for an excessive length of time. 	Replace coil or vibrator assembly, or replace terminal insulation.
C. Broken Diaphragm	Diaphragm has exceeded its life of vibration and has fractured.	Replace with new matched diaphragm and body assembly.

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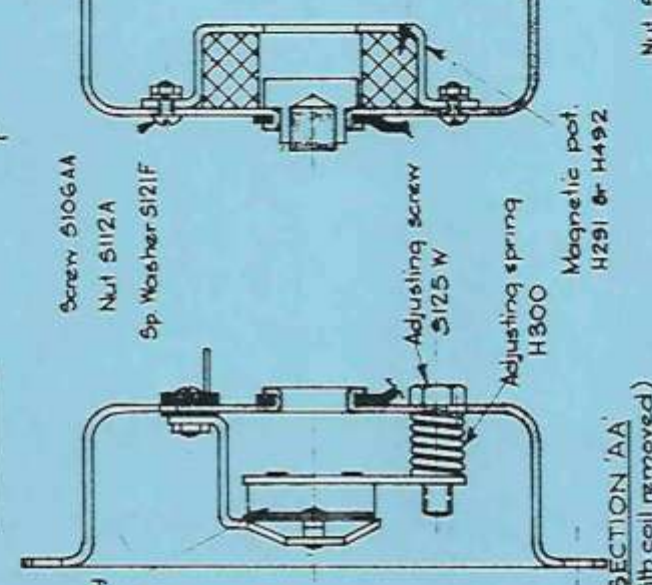


N. Prescott.
Service Manager.

VIEW INTO HORN BODY
(with diaphragm removed)

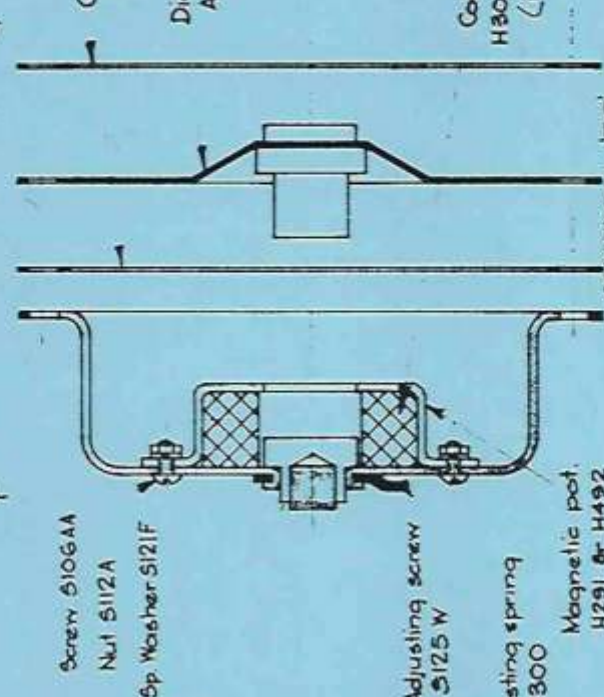


DIAPHRAGM



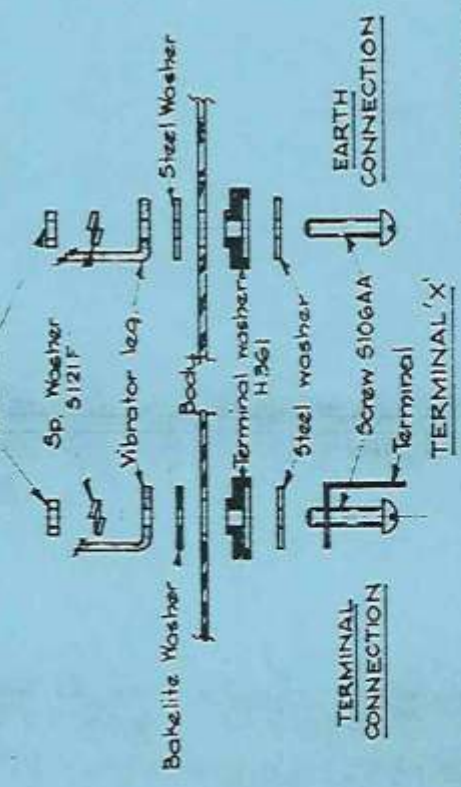
SECTION 'AA'
(with coil removed)

UNIT ASSEMBLY H357X
(refer charts)



SECTION 'BB'

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EXPLODED VIEWS OF TERMINAL ASSEMBLIES

TERMINAL 'Y'

TERMINAL 'X'