### **PROGRESSIVE** INDEX FOR 1963 SERVICE

The following codings are used to indicate the models to which this index applies:— .. "Anglia" Range D .. "Zephyr 4/6" and "Zodiac" Mk. III B .. "Consul Cortina" Range .. "Consul 315" and "Capri" G .. All Passenger Car models

SUB.	MOD	EL	COD	E AND	SERV	/ICE	LETTE	R No.			
Wheels—Hubs											
Brakes					1						
Front Axle—Steering Gear											
Rear Axle											
Frame—Springs				B2	4						
Engine											
Gearbox—Clutch				D	2, A.	3, C4,	D23				
Cooling System				A:	5, B6	, C7					
Fuel System											
Electrical System				A	2, E	313, D	14, G15	, G16,	G17,	G18	
Accessories				A	, G8	3, G9,	G10, G	11, G19	, G20	G21, C	G22
Bodywork, Mudguards-Bonnet											
General Data				G.	25						

Last Issue: No. 24—Rear Shock Absorbers—"Consul Cortina" Range

### SALT CONTAMINATION

## All Models

During icy weather conditions salt is often used to assist in clearing snow and ice from the roads. A highly corrosive liquid is then formed by the melting snow and ice in combination with the salt and this can attack any metal surfaces onto which it is splashed. This salt solution can be thrown up by the wheels and then widely dispersed over the various parts of the vehicle. The contamination leads to corrosion, unless steps are taken such as to wash the vehicle, particularly the undercarriage parts, after it has been used in these conditions.

The initial and more obvious signs of corrosion will appear on exterior bright metal parts such as bumpers, hub caps, grilles, etc. and thorough washing and polishing, with an approved chrome cleaner, will be necessary if corrosion is to be arrested.

During and following such adverse weather conditions, periodic inspection to check for signs of corrosion should be made, particularly on items such as brake pipes, hoses and unions, stop light switches, handbrake cables, exhaust systems and all wiring connectors which may be splashed from the road. Any badly corroded parts, particularly braking system components, should be renewed.

# SALT CONTAMINATION—(Cont'd.)

On "Anglia" and Mark II cars, "Thames" 5 and 7 cwt. and "Thames Freighter" (800) vehicles, also "Thames Trader" Forward Control vehicles where the stop light switch is positioned near the underside of the vehicle, snow and slush containing salt thrown up by the wheels can accumulate around the stop light switch body and terminals. In these exceptional conditions there can be corrosive action augmented by the electrolytic action between the electrical connectors and earth, resulting in erosion of the switch body to the stage where its mechanical strength is seriously reduced. In extreme cases, if neglected, this could possibly lead to fracture and consequent hydraulic brake failure. On "Thames Trader" Forward Control vehicles where the stop light wiring is routed from the right-hand side member and clipped to the clutch and brake pipes on No. 2 crossmember, snow and slush may be packed around this area, allowing an electrolytic action to take place from the loom connectors through the pipes to earth. To avoid corrosion and possible erosion at this point, the wiring should be re-routed by relocating the wiring clips from the brake pipe to the chassis frame crossmember.

A stop light switch, incorporating a protective sleeve, has been fitted in production on "Thames Trader" Forward Control vehicles for several months to shield the switch terminals. This type of switch is also fitted to "Anglia" cars, "Thames" 5 and 7 cwt. and "Thames Freighter" (800) vehicles for operation in cold climate countries, such as North America, where these adverse conditions are frequently experienced.

This switch with the sleeve is available in service under Part Number 508E-13480.

The foregoing is for Dealer Information Only. Without exception all gratis repairs and replacements are subject to the current Warranty and Policy procedure.