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OVERDRIVE THROTTLE SWITCH  
CORRECT SETTING

AUSTIN-HEALEY 100-SIX (BN6)  
AUSTIN-HEALEY 3000 (BN7: BT7)

The setting of this switch is critical and any error will be indicated by the overdrive dropping out of engagement when the car slows down with the throttle closed, accompanied by a noticeable braking effect.

Adjustment will normally only be required after the accelerator controls or carburettor levers have been adjusted, and the correct procedure is as follows:

Take a feed from the top terminal 'A' on the rotary throttle switch 'B' through a low consumption test lamp (a 12-volt 2.2-watt dash panel bulb is suitable) to a convenient earthing point.

With the gear lever in 3rd or top position, the ignition switch ON, and the overdrive switch ON, the bulb should light. Switch overdrive OFF; the bulb should still be alight with the throttle closed.

Progressively open the throttle until the light goes out, which should occur at 1/5th throttle opening. At this position it should be possible to pass a 3/16" (5 mm) diameter bar beneath the throttle stop.

If the setting is incorrect, slacken the throttle switch lever clamping bolt 'C' and adjust the switch by turning the shaft 'D', which has a slotted end to take a screwdriver.

Harshness when coming out of overdrive due to a particular driving technique can be reduced by delaying the operation of the throttle switch to a slightly wider throttle opening.

