Queensland P76 Owners Club

Queensland

P76

Owners Club

July Newsletter

CLUB INFORMATION PAGE

1988/89

COMMITTEE

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891 6111 B

GENERAL MEETINGS

The Queensland P76 Owners Club holds its monthly meetings on the second Wednesday of each month.

TIME: 7.30 pm

VENUE:
Norman Park Uniting Church.
corner of Bennetts Rd. and
Mc Illwraith Ave.,
Norman Park.
(at round-a-bout)

DATES:

August	10th	'88
September	14th	'88
October	12th	'88
November	9th	'88
No Meeting		
January	11th	'89
February	8th	'89
March	8th	'89
April	12th	'89
May	10th	'89
June	7th	'89
A.G.M.		
July	12th	'89

CLUB OUTINGS:
Various activities are organised by the club's members and are generally on the fourth Sunday of each month.
The activity and venue will be advertised in the monthly newsletter.

This newsletter is the official publication of the
"QUEENSLAND P76 OWNERS CLUB"
All submissions are published and opinions expressed may not necessary be those of the editor.
This publication is not for sale but is free to financial members.

It seems only yesterday that the Annual General Meeting was held. This is probably because it was. With our outgoing President overseas, Peter Rose officiated for the meeting and the A.G.M. It was excellent to see some new blood voluntering for exetutive positions in the club, as well as past office bearers once again giving their valuable time for the benefit of the club and its members.

Col Murray in his abscence, has sent praise and thanks to all of his committee over the past year, and wishes the incoming committee success. I know I speak for everyone in thanking Col for a job well done as President. Col put a lot of work into the club and he succeeded in one of his main objectives; that is, getting the Queensland club back together. Hurry home Col.

Well enough of this back patting, there is a lot of work to do especially with our ever increasing membership in organising new and different events. One of the NEW areas we are looking at is spare parts. Ron McKnoulty will be looking after the documentation of the availability of spare parts, which may end up in a National Parts Register. Anyone wishing to obtain spares should talk to Ron first. Likewise if you have parts you don't really need, register them with Ron so that more P76's can keep on keeping on.

This month you will notice an advert for Fulcrum Suspensions. They are advertising in our newsletter their range of performance and replacement parts for our car's suspensions. I can recommend their special strut bar rubbers, and their heavy duty springs for P76's; you just have to drive Col Murray's car round the block to feel the difference. Please support the people who support us. Give Graham Smith a ring at Fulcrum, and I'm sure you won't be disappointed.

OUR COVER:
Col Murray's Corinthian Blue Executive is the feature of this month's newsletter pictured at the Sunset Caravan Park in Woolgoolga. Soon after this was taken everyone got in on the act and soon there was a regulation line up of P76's. Col's car is at presently having a six months holiday, while Col is enjoying his holiday in New Guinea.

NEW MEMBERS:
Welcome to our new members, including two from Central NSW who we met on the Woolgoolga weekend away.

Noel Austin	2 Hammond Rd.,	Avocado Hgts.	NSW 2456	066 561717
Reg & Pam Digman	1 St. Andrews Dve.	Woolgoolga	NSW 2456	066 542178
Thomas Swann	82 Carlton Tce.,	Wynnum Central	4178	396 1889
Sharon Bendon	32 Crest St.,	Beenleigh	4207	287 1728
Peter Fechner	141 Cornwall St.,	Annerly	4103	891 1115

CHANGE OF ADDRESS

John Banks	222 Mains Rd.,	Sunnybank	4109	

WOOLGOOLGA LONG WEEKEND

Do your own thing was the order of the day at Woolgoolga, as we spent three glorious days and two freezing nights just north of Coffs Harbour.

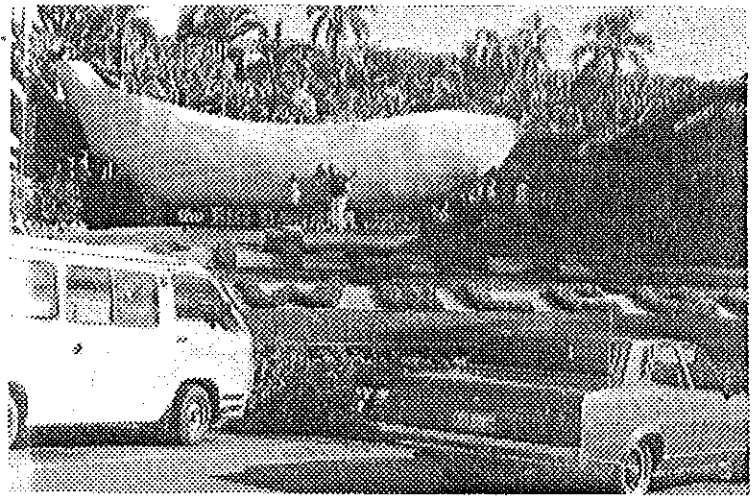
Most of the Queensland contingent drove down in convoy, with Patrick and Anne already there, and Rogo and Pat arriving around 3pm, along with several cars from NSW.

The drive down was pleasant, with CB's keeping us in contact for the five hour trek, apart from Peter Rose who snapped of his aerial just before he left (he fixed it to go home).

Sunset Caravan Park at Woolgoolga was the meeting place, and what a terrific caravan park it was. The ammenities were great and the en-suite vans spacious. Unfortunately there were not enough en-suite vans for everyone so some of us had to brave the conditions at 3:00am.

On the first night we all met in the huge recreation shed, which had barbeques, games, tables and chairs etc. We had a barbeque, and exchanged P76 tales before most members retired for an early night. Several of us decided 7:30 was too early for bed and set about for some serious drinking. Rogo discovered a taste for Port and Anne took to the Southern Comfort. A couple of people were annoyed to see how well I scrubbed up in the morning. One day I'll give out my secret.

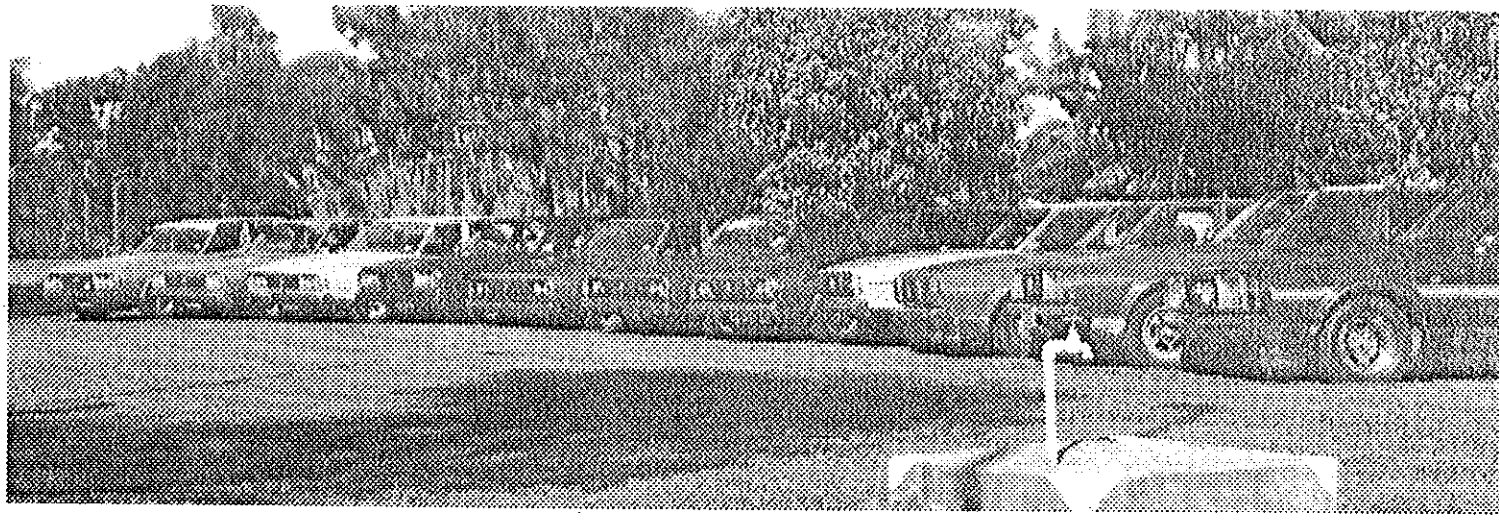
FIRST NIGHT FROLICS



SEE WE DID GO TO COFFS!

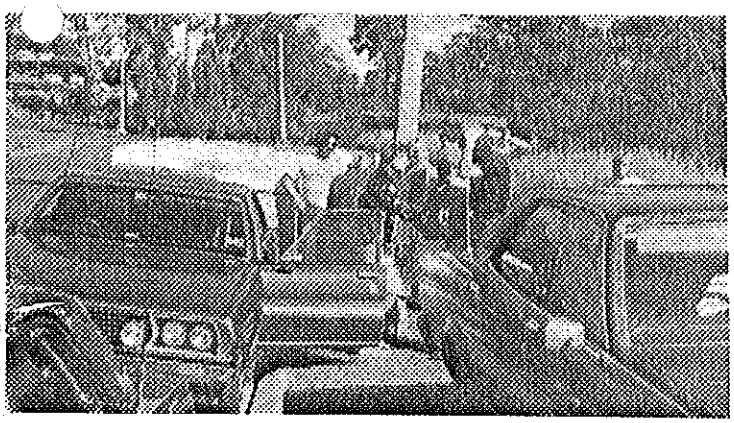
On Sunday a few cars set of to go to Dorrigo. The others did their own thing and went to Coffs, only to find each other in the same flea market. A regulation visit to the Big Banana was next and then back to the park. A short walk in the evening saw us at the local RSL. It was refreshing to have a cheap meal, with affordable oysters and some poker machines that actually payed out money. Not like the clubs we visit at Tweed Heads.

Again a few of us batted on, before returning to Barry S's van for coffee and more jokes. Tanya and Rebecca would have to be the best audience ever. Especially with my worn out jokes.

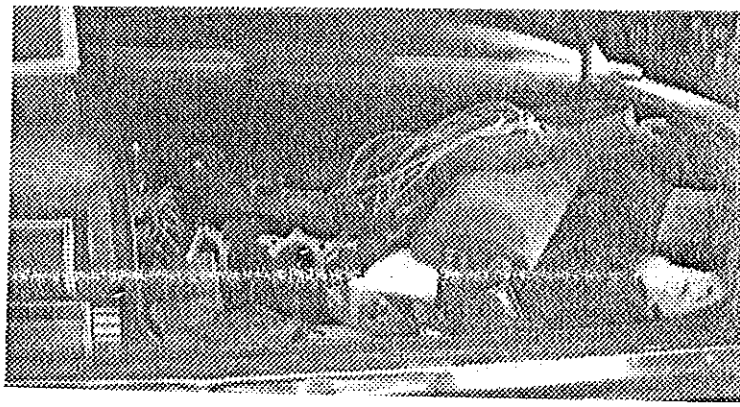


WHAT WOULD AN OUTING BE WITHOUT THE REGULATION LINING UP OF P76's ? ALMOST EVERY COLOUR AND NO TWO THE SAME!

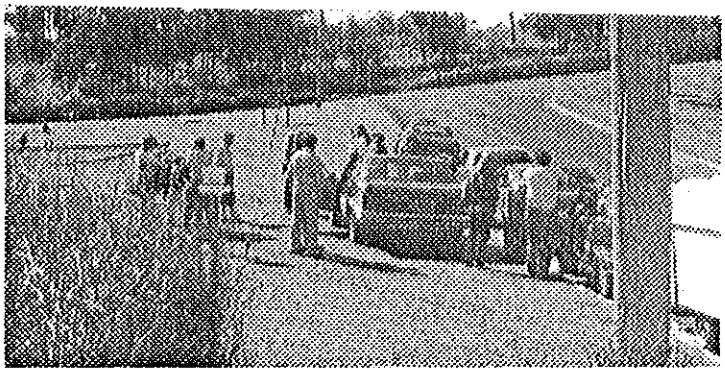
On Monday, Ron Mc Knoulty did his thing and bought a Targa off one of the locals. Although badly in need of some TLC, it had immaculate upholstery and a curry covered dash which was not VERY VERY good.



Before we hit the road, we met Neil, another local with a P76 who took us to a fellow P76 owner's house to check out his collection. It wasn't long before we all experienced some of the local hospitality when we were treated to tea, coffee and cake. Col and Del soon had the locals signed up for membership whilst Pat sold t-shirts all round.



While we were there, we checked out a P76 complete with body striping which was on the car when bought new. We've all heard of a boot full of right arms and a boot full of bar mirrors, but this car had a boot full of at least three more cars, not all of them P76's.



We bid our farwells and hit the road. Apart from the dreadful road between Grafton and Ballina, it was a good trip home, apart from the blue lights which were everywhere. At Tweed Heads we met 5,000 cars who also wanted to go to Brisbane, and from there we slowly inched our way home.

It really was an excellent weekend, so much so that by the time you read this, we will have been back for holidays ..... this time with fur lined, twin overhead, electric sleeping bags. ED.

ANNUAL SUBSCRIPTIONS ARE DUE

$25:00 FULL MEMBERSHIP
$10:00 JOINING FEE
$15:00 SPECIAL MEMBERSHIP FOR INTERSTATE CLUB MEMBERS

Due to the high cost of photocopying, financial members only will receive monthly Newsletters. Members who are unfinancial at the next club meeting (August 10th) will no longer receive a newsletter. Special membership for interstate club members may be granted on proof of membership from another Leyland P76 Club.

Please send cheques to Brian Thomas, 10 Dunstan St. Moorooka 4105

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Ray Ward has information on replacement rubbers (weather strips) for wind up windows. The rubber can be obtained for $11.70 per metre from M P O'Rourke P/L, Bowen Hills. The clips can be substituted from Valiants or Holdens.

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FOR SALE:

P76 Super V8 74000 km 4/89 Rego Country Cream
Spare engine, doors etc. New tyres & Battery
Henry Weier 071 951635 $3000 incl all spares

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FOR SALE:

Limited Slip Diff.	4 Speed Gearbox
Auto Gearbox	3 Speed Gearbox
Air Conditioning	V8 Motors

V8 & 6 cyl Super & Deluxes Wrecking - all parts
RON McKNOULTY 273 6126

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ACCOMMODATION:

Interstate club members are looking for Expo accommodation. Anyone interested in helping out, please contact Del Bonny 396 1065

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WELCOME TO THE NEW COMMITTEE:

President:	Del Bonny
Vice President / Secretary:	Neil Lyons
Treasurer:	Brian Thomas
Spare Parts:	Ron McKnoulty
Editor:	Col Taylor

MOTO-KHANA JULY 23 - INALA

The Leyland challenge will be held at the Inala track this Saturday, kicking off around 10:00am. Peter Keyte is checking out the track so all should be well for this time. The mini boys (and girls) will be there to give us a driving lesson so lets get into gear and show them a thing or two.

As the Mini Club are still clearing their track, the event will be at our Inala track, 876 Blunder Rd., Inala. Bring your own food and drinks, B-B-Q etc. and be there.

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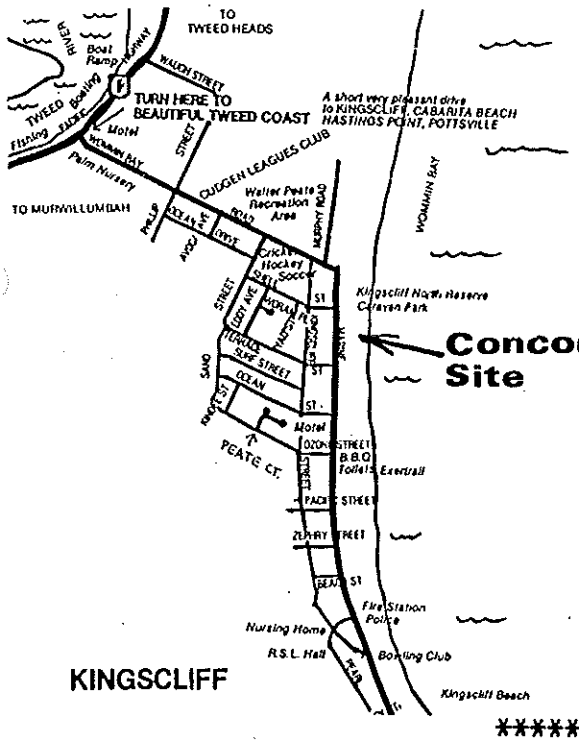
CONCOURSE - AUGUST 14 - KINGSCLIFF



Follow the map to Kingscliff on the Tweed Coast for a chance to show off your car to several other car clubs, and be in our Concourse to run in conjunction with the Morris Minor Car Club.

Cars should be in place by 10 am and prizes will be awarded at 1:30pm. The meeting place will be on the Beach Reserve at the Northern end on Kingscliff.

There is an aelectric B-B-Q and a nearby shop for drinks, pies etc. There will be an entry fee for the concourse around $2/car. This is the last newsletter before this event.

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BRITISH CAR CLUB'S DAY SEPT.25

Taringa Soccer Club is the venue where we won two years ago. This is always a top event when we see P76's come out of the woodwork to line up in perfect formation. Start polishing now.

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TROPICARNIVAL OCTOBER 16

Carrar Sporting Grounds will be the venue for the Automobile Now and Then Show, in conjunction with the Gold Coast Bulletin Food & Wine Fair and Family Fun Day.

This should be a great day. Last year we were at the British Car Clubs Day, whilst on the Coast 10,000 people attended the Tropicarnival.

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RAILAWY MUSEUM & B-B-Q NOV. 20

This family day will be an observation run up to Cabulture where we will visit the Australian Narrow Gauge Railway Museum. There will be train rides and lots of interesting historic steam engines to see.
From there it will be back to Pat & Rogo's place for a Barbeque

Date to be confirmed as the museum is only open on the 1st and 3rd week-end of the month.

Treasurers Report AGM 1988

		Credit	Debit	Balance
Balance at 1987 AGM.				
cash	50-86	-		
cheque A/-	1176-50	-		1227-36
Receipts				
memberships.	1245-00			
sales Tshirts etc.	571-70			
raffle + coffee	324-91			
Easkets.	1371-04			
louvres.	1816-00			
interest	36-59			
misc	194-12			
	5559-36			
Expenses :-				
newsletters	446-76			
Trophies.	109-55			
Hall fees.	100-00			
comp fees.	69-75			
goods.	140-99			
Easkets	1448-85			
louvres	1768-00			
tax	4-10			
misc	1031-15			
Insurance	230-00			
	5349-15			
cash	117-00			
cheque	1320-57			
Total.	1437-57			

-THE IPSWICH SHOW-

The Ipswich Show runs from Wednesday July 27th to Saturday 5th August. Due to the fact that entrants are required to leave their cars in the show for over a week, there are not many entrants from our club.

Allan Schutz tells me that the show is still well worth going to as there are over 200 cars and displays. The show is open 8:00am daily till 8:30 pm at night (some nights 10:00pm.) Anyone requiring tickets for the show should ring Allan as he may be able to get a pass.

On Saturday 30th July there will be a huge parade through the main street if Ipswich with over 160 floats. Our club will be taking part in this parade and we have room for 8 cars from our club. Several members nominated to go at the last meeting plus there is room for one or two more cars. If you want to join the convoy, ring Allan immediately.

Meeting at Allan's place 10:30am to leave 11am sharp.

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The trouble with the average Australian car is just that.

It's average.

There are around a quarter of a million medium sized cars built every year in Australia.

That's around one every 26 seconds.

They all look, perform, and cost much the same.

This year sees a new Australian car. Code name: Project P76.

It's the same exterior size as the average Australian car, and around the same price. It even has the engine up front, and rear wheel drive.

Yet project P76 is anything but average.

It's a totally new car.

It has been completely designed and engineered in Australia by Australians.

It will not be manufactured anywhere else in the world.

Project P76 began four years ago. Now, 25 million dollars later, we've built a car that has the advantages of Australian cars, without the disadvantages.

The advantages of European cars, without the disadvantages.

The average Australian car has developed weight problems.

As engines have become bigger, they've become heavier.

The problem is that weight must be distributed evenly for a car to handle well.

About 50/50 front and rear is ideal.

Nowadays, most cars are built to carry a heavy iron V8, or a less heavy Six.

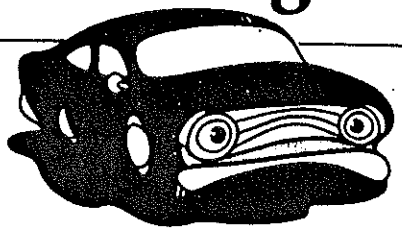
With a heavy V8 up front, you're forced to add even more weight up front just to carry the heaviest engine.

Nothing is gained. A lot is lost. The power-to-weight ratio, for one. The front and rear weight balance for another.

When you're forced to build a car to the heavier V8 specification, and then drop in a less heavy Six, not only is the weight balance all up the spout, but you're asking the Six to pull that unnecessary weight.

That's the problem. Now the solution.

Project P76 has an aluminium V8 engine. Like Rolls-Royce and Rover. Or an overhead camshaft Six. Like Mercedes Benz.



Because aluminium is lighter than iron, the P76 V8 unit weighs around 200 lbs less than the biggest selling Australian iron V8.

Both P76 engines, V8 and Six, weigh the same. Within a few pounds.

So we can build one car to take either engine. And achieve correct weight balance for both.

Saving weight could save your life.

Having saved unnecessary weight up front, we were able to put some of it elsewhere.

Like in bigger tyres and wider wheels.

Most important of all, we invested what we saved in protection.

The P76 has a "side safety barrier" built into the doors.

Just like the Armco steel fences you see on expressways.

It's 7½" deep, and runs from the front of the front door to the rear of the rear.

It won't stop everything. But it's a whole lot better than having nothing there.

The average Australian car is full of little mistrakes and errers.

At the speed the average Australian car is turned out every day, it stands to reason that little mistakes sneak through unseen. And some big ones.

Like all manufacturers, we've made our share of mistakes in the past. But unlike any other, we've done something about fixing them.

We've geared P76 production to quality, not quantity.

This way, we can concentrate on building them better, and applying stricter quality control standards.

We've already spent over $1,000,000 to make sure we build cars better.

We've applied hundreds of quality control checks on the production line itself. Just like everyone else is claiming.

But we've gone one big step further.

We've introduced a Pre Shipment Inspection System.

It's a completely separate operation, in a fully equipped building of its own.

Every P76 will face the scrutiny of a highly trained crew who literally check the car all over again.

Not one car will be released until it has passed all checks, and has been test driven around a specially designed test circuit.

Most car manufacturers only drive a random sample. Pity if yours isn't one.

BUYER PROTECTION PLAN

1. When you buy a new car from a Leyland Australia Dealer, Leyland Australia guarantees you it will pay for the repair or replacement of any part it supplies, except for tyres, defective in material or workmanship. This guarantee is made for 12 months from the date the car is first registered, or 12,000 miles, whichever comes first.
All we require is that the car be properly maintained and cared for under normal use in Australia, and these repairs or replacements be made by a Leyland Australia dealer.
2. A free loaner car from your Leyland dealer if pre-arranged guarantee repairs take overnight.
3. A free reverse charge telephone call to Leyland Australia.

LEYLAND AUSTRALIA

When we build cars better, we can back them better. And that's exactly what we've done.

Our Buyer Protection Plan is a mere 88 words. And they mean exactly what they say.

If anything goes wrong with your new car in the first 12,000 miles or 12 months, whichever comes first, we fix it. Free. Anything at all, except tyres.

If your dealer needs your car overnight, he'll loan you one of his free. Until yours is fixed.

All he asks is that you phone and make an appointment first.

And if you have a problem after all this, you can phone on the hot line, reverse charge, direct to the factory.

The Buyer Protection Plan is a bold step. It's a step we can't afford to take lightly, because we can only back cars better when we first build them better.

One without the other isn't worth the paper it's printed on.

Leyland. The new driving force.

LA6911

AFTER SALES FREE SERVICE (1500 km/1000 miles)

Prior to delivery of the new vehicle, a comprehensive pre-delivery service is carried out and following this, an after-sale service is recommended at or before 1500 km (1000 miles).

LUBRICATING OILS AND LEVELS

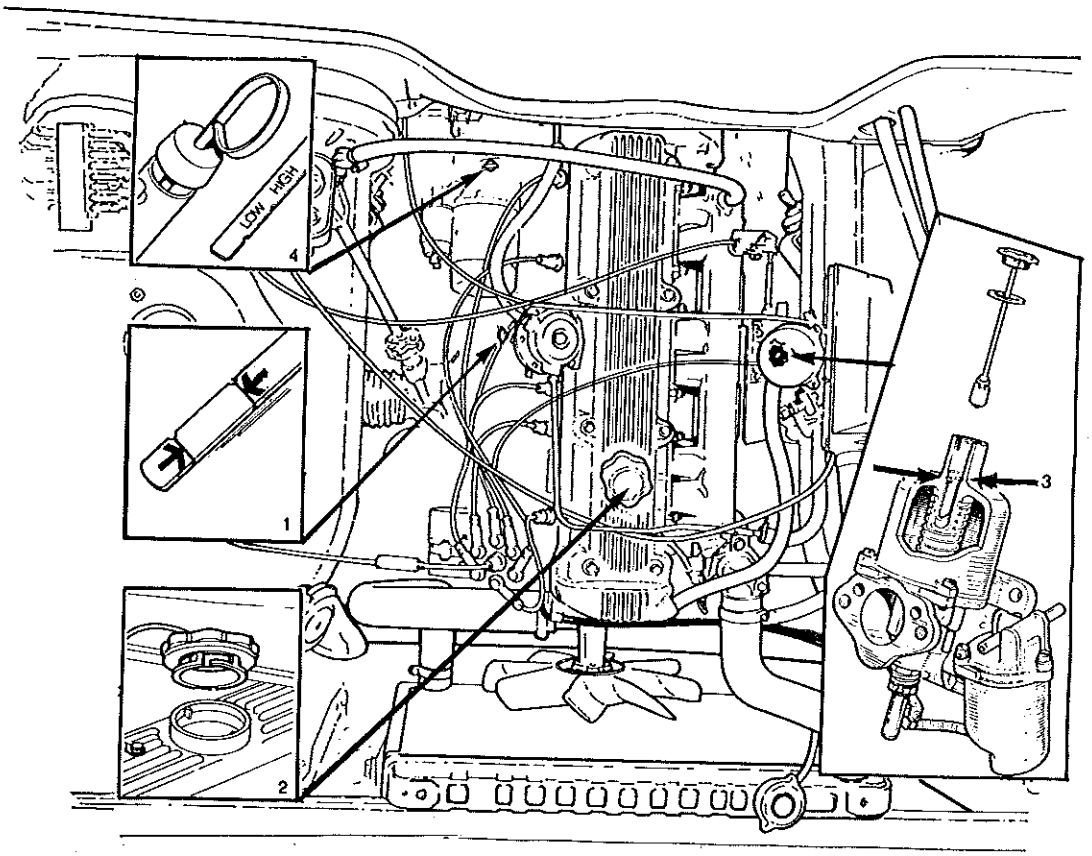
Both the six and eight cylinder engines carry their lubricating oil in a reservoir or sump mounted below the crankcase.

Deterioration also occurs as a result of oxidation which tends to form sludge or varnish.

Manual transmissions require full lubrication and corrosion protection but the lubricant must not inhibit the action of the synchromesh or produce excessive foaming.

In the automatic transmission, the oil has to perform the functions of transmitting power in the torque converter and of operating the hydraulic control system.

The preceding paragraphs emphasise the need for using oils to the correct specification only and for changing at recommended intervals.



1 ENGINE OIL LEVEL
2 ENGINE OIL FILLER
3 CARBURETTER
4 AUTOMATIC TRANSMISSION

Fig. C-1

6 CYLINDER ENGINE

Engine lubricating oils perform the exacting tasks of lubricating, sealing and cooling. The thin oil film separates fast moving parts thereby preventing metal to metal contact and excessive friction. Piston rings are required to seal the high pressure combustion gases in the cylinder, and without the sealing effect of lubricating oil this would not be possible. Lubricating oil carries heat away from engine components as it is circulated through the engine.

Lubricating oils must have resistance to oxidation at high operating temperatures and the ability to maintain correct viscosity under a wide range of operating conditions.

After a period of use, oils tend to deteriorate due to contamination by the products of combustion, water, acids, unburnt fuel, metallic and dust particles.

ENGINE OIL LEVEL

Maintaining the correct oil level is very important. The oil level indicator (dipstick) is marked as shown in the illustrations. The oil level must be maintained between the two markings. Do not fill above the upper mark or allow the level to fall below the lower mark.

6 CYLINDER ENGINE: It requires approximately 1.2 litres (2 pints) to raise the level from the lower mark to the upper mark. Fig. C-1.1.

8 CYLINDER ENGINE: It requires approximately .9 litre (1½ pints) to raise the oil level from the "MIN" mark to the "MAX" mark. Fig. C-2.1.

Too much oil can cause frothing and excessive splash on to the cylinder walls which the piston rings cannot control. Correct reading cannot be obtained immediately after stopping the engine, such as when purchasing petrol at a service station. In these circumstances oil will be suspended in the upper regions of the hot engine.

Dipstick readings must be taken with the vehicle standing on level ground.

Dipstick location

6 CYLINDER ENGINE: On right hand side of cylinder block just ahead of starter motor. Fig. C-1.

8 CYLINDER ENGINE: On left hand side of cylinder block between second and third cylinders. Fig. C-2.

It is important when replacing the dipstick that it be pushed home fully so that it forms part of the sealed breathing system and eliminates dust entry into the power unit.

Oil Changing

The engine oil should be changed every 10,000 km (6000 miles) or 6 months whichever is the earlier, under normal operating conditions. More arduous operation such as stop-start running, slow heavy traffic or very dusty atmospheres demand more frequent oil changes. The advice of the Leyland Dealer should be taken on this aspect.

Draining the oil

The engine oil should be changed when hot.

6 CYLINDER ENGINE: The drain plug is located at the right hand side rear of the sump. Fig. C-3.

8 CYLINDER ENGINE: The drain plug is located at the left hand side rear of the sump. Fig. C-4.

When replacing the drain plug it should be tightened securely.

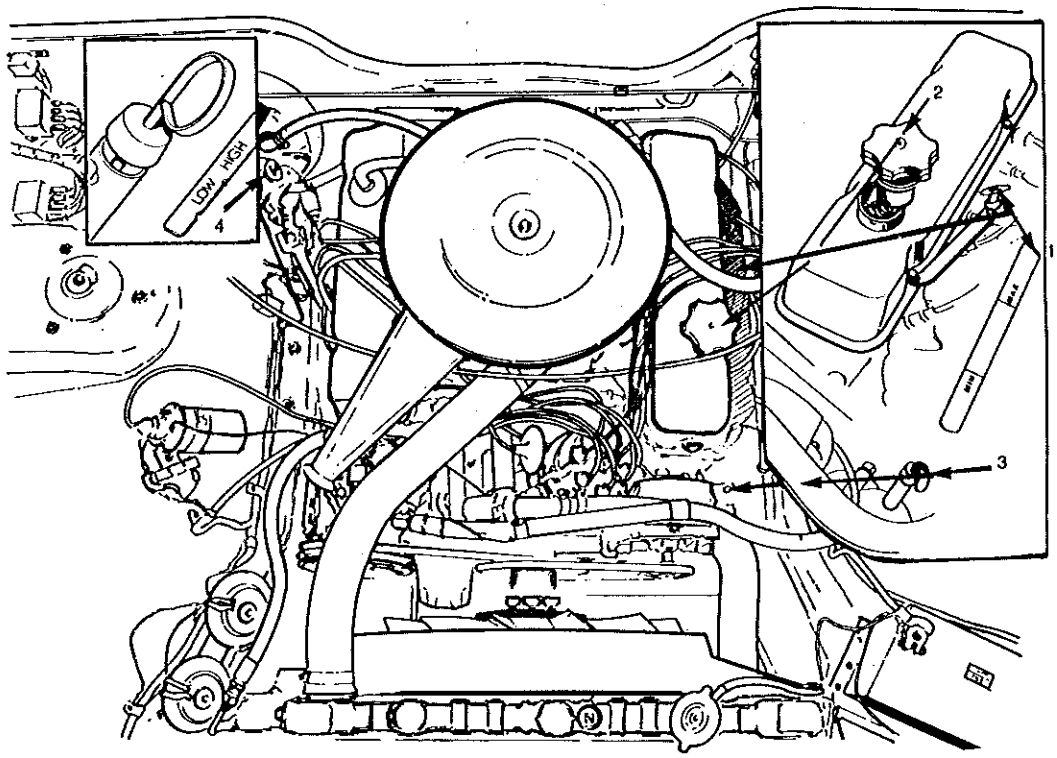


Fig. C-2

8 CYLINDER ENGINE

1 ENGINE OIL LEVEL
2 ENGINE OIL FILLER
3 POWER STEERING OIL RESERVOIR DIPSTICK AND FILLER
4 AUTOMATIC TRANSMISSION

Engine Oil Filler Cap location

6 CYLINDER ENGINE: Mounted near the front of the camshaft cover. Fig. C-1.

8 CYLINDER ENGINE: Located near the front of the left hand side valve cover. Fig. C-2.

Both filler caps are removed by turning in an anti-clockwise direction.

Oil Filters

CAUTION: The oil filter elements for 6 cylinder and 8 cylinder engines appear to be similar, but they are DEFINITELY NOT INTERCHANGEABLE. Under no circumstances must the 6 cylinder engine filter element be fitted to the 8 cylinder engine or vice versa.

The oil filter should be changed every 10,000 km (6000 miles). It is a full flow, throw away canister assembly.

Location

6 CYLINDER ENGINE: Mounted on the left hand side front of the cylinder block. Fig. C-3.

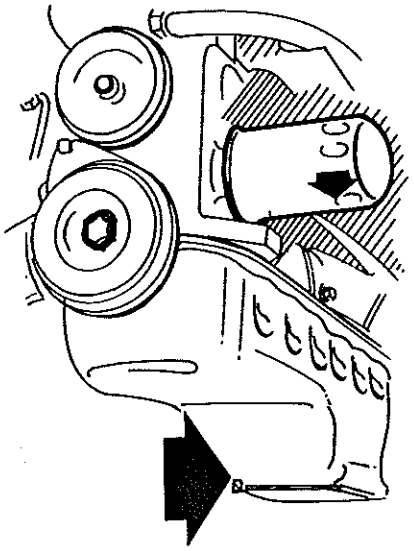


Fig. C-3

6 CYLINDER ENGINE DRAIN PLUG AND OIL FILTER

8 CYLINDER ENGINE: Mounted on the base of the oil pump housing in the front of the engine. Fig. C-4.

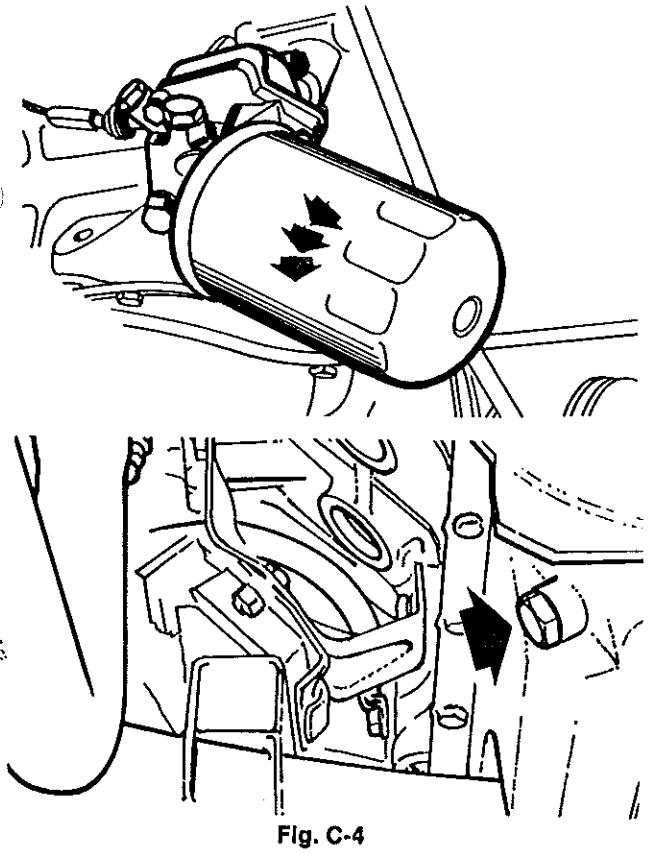


Fig. C-4

8 CYLINDER ENGINE DRAIN PLUG AND OIL FILTER

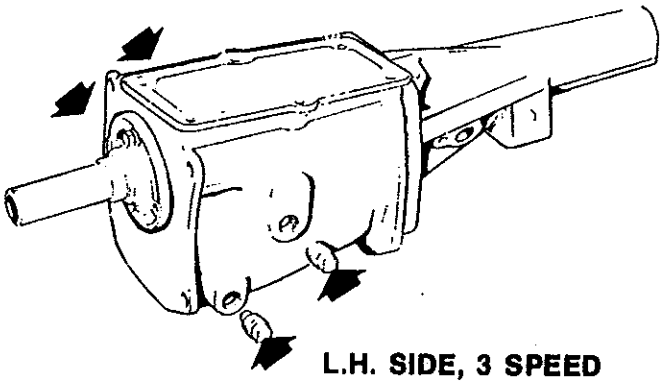
To remove the filter, unscrew it (anti-clockwise) from the base using a universal removing and replacing tool. When fitting a new filter, lubricate the sealing rings with engine oil, screw on the canister by hand until firm contact is made between seals and base plate. Mark the position of the canister and tighten a further ½ turn approximately using the tool. Check for oil leaks immediately the engine is started.

Should the oil filter be changed at some time when the engine oil is not changed, it will be necessary to add approximately .6 litre (1 pint) of oil to the crankcase of the engine.

Manual transmission

Under normal operating conditions it is not necessary to change the lubricating oil. The level is checked every 10,000 km (6000 miles). Do not overfill. Fig. C-5.

R.H. SIDE, 4 SPEED



L.H. SIDE, 3 SPEED

Fig. C-5

MANUAL TRANSMISSIONS

OIL LEVEL AND DRAIN PLUGS

Automatic Transmission

Under normal operating conditions it is not necessary to change the fluid in the transmission. The fluid level should be checked every 10,000 km (6000 miles), using the following procedure: Fig. C-1.

1 Start and run the engine. With the footbrake firmly applied, pass the selector through the complete range to ensure that the transmission is fully primed.

2 Place transmission into the 'P' (Park) position and apply handbrake.

3 Switch off engine.

4 Wipe dipstick with clean, non-fluffy cloth and dip immediately.

5 After topping up, repeat steps 1 to 4.

Rear Axle

Under normal operating conditions it is not necessary to change the lubricating oil. The level is checked every 10,000 km (6000 miles). Fig. C-6.

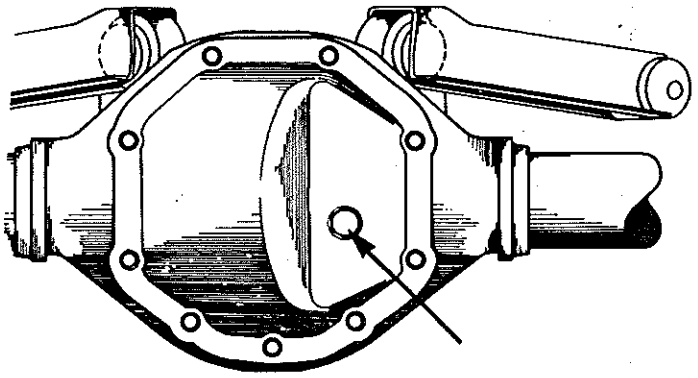


Fig. C-6

OIL LEVEL PLUG REAR AXLE

The vehicle must be standing on level ground. The correct level is when the oil is level with the BOTTOM of the plug aperture. Allow sufficient time for any surplus oil to run out before replacing the plug.

RECOMMENDED LUBRICANTS

General

Lubricants for engines, synchromesh transmission and rear axles are not listed under brand names due to the complexity of companies throughout the world.

To establish a recommendation suitable for all brands, the main lubricants listed are specified by SAE and API ratings.

These lubricants are recommended for Australian Production vehicles and must be used.

Oil additives must not be used in any circumstances in automatic transmissions, synchromesh transmissions or rear axles, and are not normally necessary or desirable in the engine oil.

Brake Fluid

1 At all times use the recommended brake fluid — Leyland Australia specification HBF6.

2 Never leave brake fluid in unsealed containers as it will absorb moisture from the atmosphere. If used in this condition, corrosion of operating parts will result. In addition there would be a reduction of the fluid's boiling point which could cause brake failure.

3 Fluid drained from the system or used for bleeding is best discarded.

4 The necessity for absolute cleanliness cannot be overemphasised.

5 Brake fluid should be changed completely every 30,000 km (18,000 miles) or 18 months whichever is the sooner.

Vehicle Raising and Support Locations

It is important that the vehicle be raised and supported only at the locations shown in Fig. C-7.37. If the vehicle is raised using a single post contact hoist, the front adjustable lifting pads should contact the front chassis member at a point immediately behind the tie-bar mounting.

The rear pads should contact the rear chassis member at a point immediately in front of the rear lower link front mounting. These lifting points should also be used when the vehicle is being raised by means of a mobile garage jack.

Care must be exercised at all times when raising the vehicle to avoid personal injury or damage to the vehicle.

Cooling system

NOTE: Never fill or top up the aluminium 8 cylinder model engines with water only. To avoid damage to the engine, the recommended mixture of inhibitor and water must be used at all times — refer to Capacities — Recommended Lubricants Section.

COOLANT INHIBITORS

It is essential to use a high quality chemical inhibitor in the coolant to obviate the formation of rust and corrosive deposits in the system.

NOTE: Soluble oil types of additives must not be used.

CAUTION: The cooling system inhibitor concentrate and the coolant solution, is toxic and must not be consumed under any circumstances.

ANTI-FREEZE FLUID

When a vehicle is operating in conditions where the prevailing ambient temperatures are below freezing, an anti-freeze solution must be added to the coolant. These should conform to the specifications outlined in Recommended Lubricants Section and the manufacturers' instructions for application strictly adhered to.

NOTE: When anti-freeze solution is not required, the system should be drained and thoroughly flushed as soon as possible, then filled with the approved inhibitor solution.

RECOMMENDED LUBRICANTS CHART

Engine	Multi-grade 20W-50 to A.P.I. Service Classification SE	
Carburetter dashpot	20W-50	
Cooling system inhibitor	Leyland Australia approved inhibitor Spec. SQ36 Part No. XXX1002 500 ml (1 pt) Part No. XXX1003 5 litres (1 gall)	Renew 12 monthly intervals. Note: Soluble oil types must not be used.
Anti-freeze 8-Cylinder engine 6-Cylinder engine	Solution to Specification BS3150 Type A Solution to Specification BS3150, BS3151 or BS3152.	Note: 1 This type is essential for all alloy engines. 2 When anti-freeze is not required the system should be drained, flushed and refilled as soon as possible with approved corrosion inhibitor. Note: Renew each winter if using BS3150, BS3151 or BS3152 anti-freeze the system should be thoroughly flushed to prevent sludging before refilling with inhibitor.
Manual Transmission	SAE 30-40 to Classification A.P.I. SC	
Manual Steering Rack and Hypoid Rear axle	Hypoid gear oil SAE90 to A.P.I. Service Classification GL-5	or Specification MIL-L-2105B
Automatic Transmission and Power Steering reservoir	Caltex Dexron (B-1033); Shell Dexron (B-10378); Castrol Dexron (B-10599); Esso Dexron (B-10664); Mobil Dexron (B-10101); Golden Fleece Dexron (B-10314); B.P. Dexron (B-10800); Valvoline Dexron (B-10671); Total Dexron (B-10791); Ampol Dexron (B-10673). Note: The power steering rack ball socket joints located within the rubber boots are lubricated independently of the rack using SAE40 oil.	
Grease — Prop Shaft Front Hubs	E.P. Lithium Base Multi-Purpose Grease No. 2 or 3 consistency.	
Brake Fluid	Leyland Australia Fluid HBF-6	In countries where HBF-6 is not available use fluid to SAE Spec J1703d. Minimum dry equilibrium reflux boiling point 260°C (500°F).
Handbrake linkage	Zinc Oxide filled Lithium Base grease.	
Door locks	'Dri Lube'	
Leakdown test fluid (Hydraulic Tappet)	Caltex 'Leakdown' fluid	
Windscreen washer Anti-freeze	33% solution of ISOPROPANOL	or Commercial equivalent.
Front suspension Strut	Armstrong 788 fluid	Leyland Aust. Part No. HYL4757.

The following is a summary of regular maintenance operations as laid down in the LEYLAND AUSTRALIA MAINTENANCE SYSTEM. These services are normally carried out at 5000 km (3000 miles). Should a vehicle be operated under arduous conditions, more frequent servicing will be required.

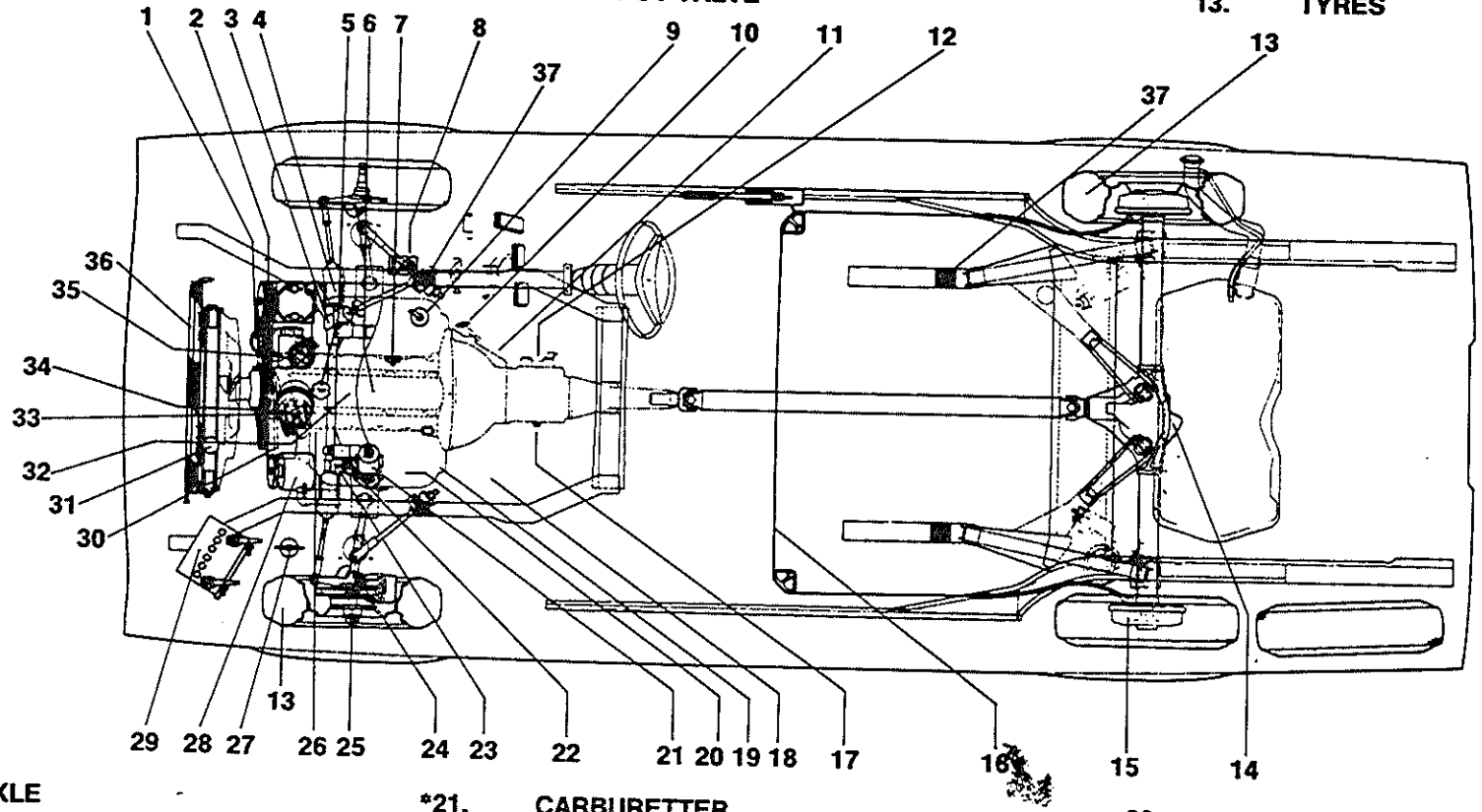
MAINTENANCE SCHEDULE

	5000 km 3000 miles	10000 km 6000 miles	20000 km 12000 miles
Underbody			
Examine underside of vehicle for damage and deterioration, including exhaust system for leaks, and report. Tighten all loose bolts and fittings.	X	X	X
Lubrication and hydraulics			
Grease and oil, as specified, all nipples and controls.	X	X	X
Examine all oil and grease retaining boots for damage or leaks, reporting as necessary.	X	X	X
Examine for oil, fuel or water leakage at all joints, seals, unions, hydraulic hoses, etc., reporting as necessary.	X	X	X
Change engine oil, and filter element.		X	X
Check/top up engine oil level.	X		
Check/top up gearbox oil level.	X	X	X
Check/top up rear axle oil level.	X	X	X
Check/top up power steering reservoir.	X	X	X
Clean air filter element.	X	X	
Fit new air filter element.			X
Replace engine breather filter.			X
Lubricate distributor drive spindle, cam and advance mechanism.		X	X
Check/top up brake master cylinder.	X	X	X
Check/top up battery cells.	X	X	X
Remove battery terminal clamps, clean and lightly smear with petroleum jelly. Replace clamps.			X
Check/top up windscreen washer reservoir.	X	X	X
Power unit			
Check condition and tension of all driving belts. Adjust as necessary.	X	X	X
Visually check condition of radiator pressure cap, reporting as necessary.	X	X	X
Drain, flush and refill cooling system, renew inhibitor.			X
Check condition of hoses and tension of hose clips, reporting as necessary.	X	X	X
Clean breather control valve.			X
Clean, examine and adjust spark plugs and examine high tension leads. Replace as necessary.		X	X
Check/rectify distributor contact points resistance, dwell angle, mechanical and vacuum advance.		X	X
Check/adjust ignition timing.		X	X
Check/top up carburetter piston damper (6 cylinder only).	X	X	
Remove carburetter suction chamber and piston, clean, re-assemble and refill piston damper.			X
Check/adjust carburetter idle, fast idle, mixture settings and automatic choke operation in accordance with emission control requirements. Report if overhaul required.		X	X
Suspension and steering			
Check tyre condition for wear, imbalance and steering mis-alignment, reporting as necessary.	X	X	X
Check/adjust tyre pressures, including spare.	X	X	X
Check steering and suspension components, including hubs, for wear or looseness, reporting as necessary.	X	X	X
Check/adjust torque of road wheel nuts.	X	X	X
Check vehicle suspension heights and report as necessary.	X	X	X
Check toe-in of front wheels and report as necessary.		X	X
Check shock-absorbers for leaks and general condition, reporting as necessary.	X	X	X
Brakes			
Remove brake drums, examine linings for wear and wheel cylinders for leaks, reporting as necessary.			X
Check disc brake calipers for leaks and pad wear, reporting condition and extent of wear.	X	X	X
Check/adjust handbrake.	X	X	X
Check brake effort and pedal travel, reporting as necessary.	X	X	X
Electrical			
Check electrical circuits and instruments functionally, including all lights and warning systems, reporting as necessary.	X	X	X
Check/adjust headlight beam setting.		X	X
Check operation of windscreen washer and wipers, including blade condition. Report as necessary.	X	X	X
Body			
Check condition and correct securing of all safety belt tightening attachment bolts to 27/34 Nm (20/25) lbs ft torque. Report as necessary.	X	X	X
Check operation of all movable windows and seat adjusters, reporting as necessary.	X	X	X
Clean, adjust and/or tighten and lubricate all locks, hinges and striker plates.	X	X	X
Road test			
Check for correct operation of all equipment and controls. Report as necessary.	X	X	X
Air conditioned cars			
Check/tighten air conditioning hose fittings.			X
Check operating controls in all positions and report as necessary.			X
Check/clean as necessary, condenser fins.			X
Observe receiver dryer sight glass for air bubbles in refrigerant, reporting as necessary.			X

LUBRICATION and MAINTENANCE POINTS

8 CYLINDER *6 CYLINDER

#1. OIL FILTER
#2. COMPRESSOR BELT (AIR CONDITIONER)
#3. RACK AND PINION HOUSING
4. STEERING RACK BALL JOINTS
*5. OIL FILLER
#6. CARBURETTER
*7. OIL DIPSTICK
8. BRAKE MASTER CYLINDER
#9. PCV VALVE
10. AUTOMATIC TRANSMISSION
11. CLUTCH ADJUSTMENT
12. MANUAL TRANSMISSION (3 SPEED)
13. TYRES



14. REAR AXLE
15. REAR BRAKES
16. HANDBRAKE CABLE
17. MANUAL TRANSMISSION (4 SPEED)
18. WINDSCREEN WASHERS
*19. CRANKCASE BREATHER
*20. AIR FILTER
*21. CARBURETTER
#22. OIL DIPSTICK
#23. OIL FILLER
24. BRAKE PADS
25. FRONT HUBS
*26. OIL FILTER
#27. RECEIVER DRYER (AIR CONDITIONER)
#28. STEERING PUMP RESERVOIR
29. BATTERY
#30. STEERING PUMP BELT
31. RADIATOR
#32. AIR FILTER
#33. DISTRIBUTOR
34. FAN BELT
*35. DISTRIBUTOR
#36. CONDENSER (AIR CONDITIONER)
37. VEHICLE SUPPORT LOCATIONS

Fig. C-7

sender 5 Turana St., The Gap 4061

Queensland

P76

Owners Club

Queensland P76 Owners Club Newsletter

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Taren Point
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